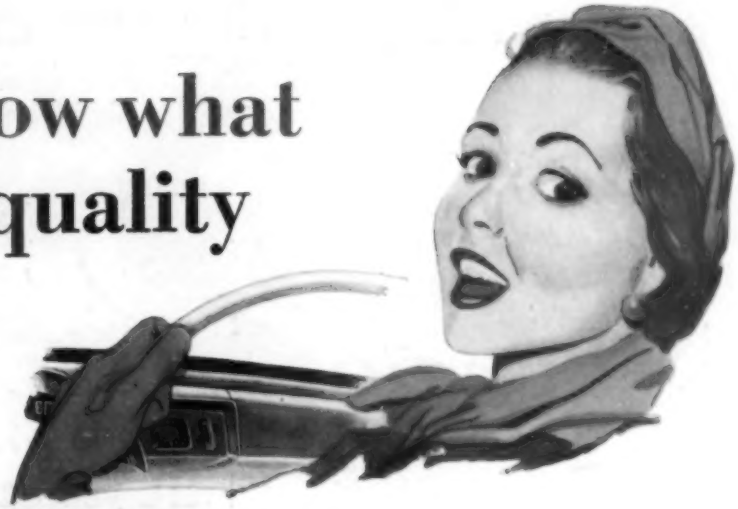
23 APRIL 1954

1/-

The Autocar

FOUNDED 1895 LARGEST CIRCULATION

Now I know what Humber quality means!



£695

plus purchase tax £290.14.2

White-wall tyres and stainless rimfinishers, optional extras.

BY APPOINTMENT TO THE LATE KING GEORGE VI
MOTOR CAR MANUFACTURERS HUMBER LIMITED

The HUMBER *Hawk*

A PRODUCT OF THE ROOTES GROUP

HUMBER LTD. COVENTRY. LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

it would be

IMPOSSIBLE

to carry a complete stock

of genuine GIRLING spares

with you in your car . . .

but you can take with you a complete list★ of GIRLING authorised agents who carry complete stocks and are ready to give you

GIRLING

THE BEST BRAKES IN THE WORLD

SERVICE

all the World over—and keep your car

Way Out Ahead

★ *send to*
GIRLING LIMITED
KINGS ROAD
TYSELEY, BIRMINGHAM 11
for your copy

Pretty as a picture

and character that goes deep

To watch hard-boiled sporting motorists becoming starry-eyed at their first sight of the T.F. Midget is quite a touching experience! And undoubtedly she is a car to fall in love with. Her line is enhanced by a slightly longer and lower bonnet and a new, bow-fronted radiator adds a touch of contemporary elegance. Headlamps are now gracefully streamlined into the wings. But, of course, it is in performance that the M.G. shows her breeding. Here in the T.F. you have all the vivid power and verve you expect, plus a new, more vigorous acceleration that will surprise even the most knowledgeable of M.G. enthusiasts. This T.F. model is clearly going to maintain and enhance the M.G. reputation for unique and exciting motoring in safety . . . fast!

Safety-glass is a standard M.G. feature.

MG

T.F. SERIES

MIDGET

Safety fast!

SERVICE IN EUROPE

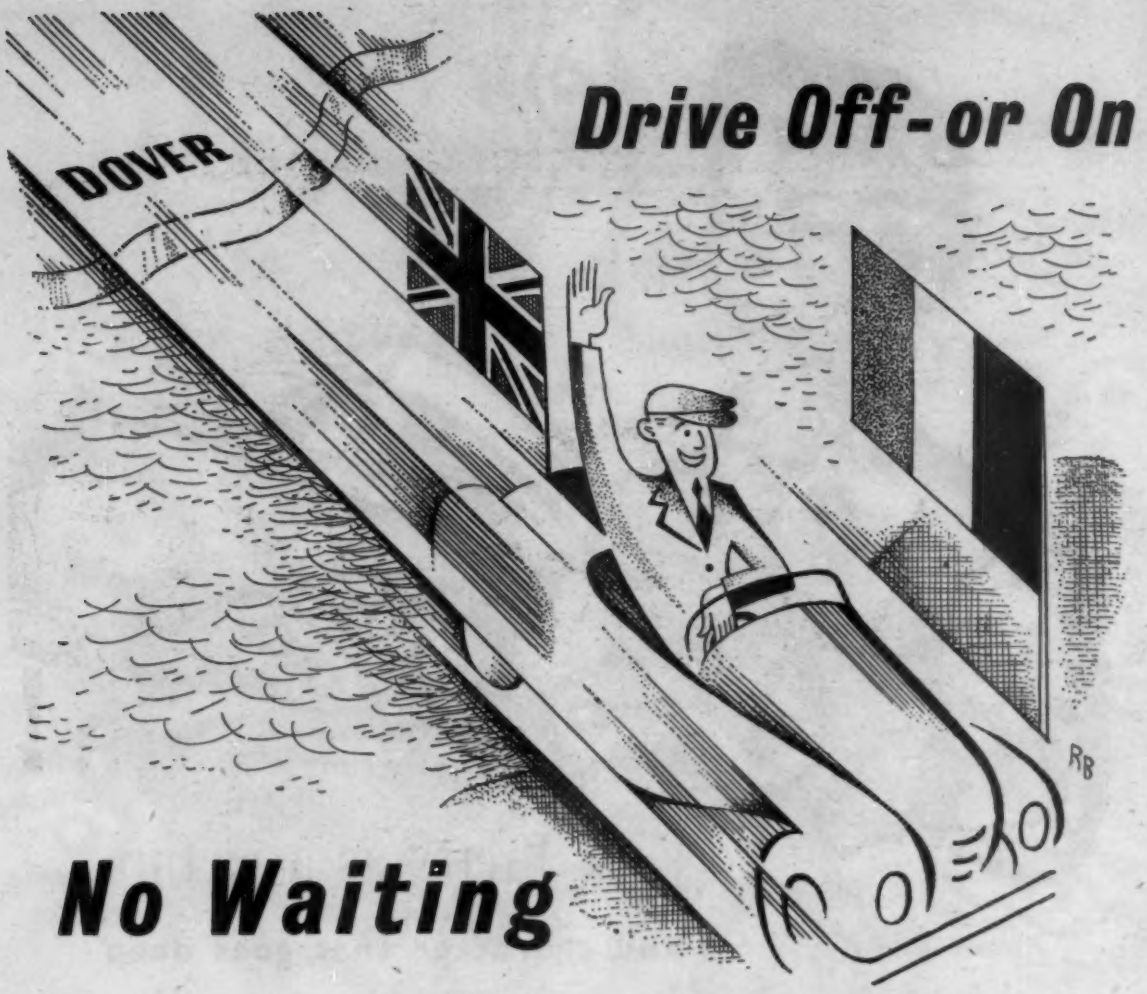
Qualified M.G. owners planning a Continental Tour are invited to see their M.G. dealer for details of a free service to save foreign cur ency.

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showrooms: Stratton House, 80 Piccadilly, London, W.1

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1

Drive Off-or On



No Waiting at BOULOGNE

Motor abroad for thrill and excitement in a care-free way—but, remember, your pleasure will be doubled if you cross the channel via Boulogne.

For at Boulogne there is a special loading ramp in operation, moving automatically with the tide, to speed motorists to the continent. You just sit in comfort in your car and drive yourself Off and On both ways.

Drive on at Dover where there are similar arrangements and cross to Boulogne the easy, quick and comfortable way.

Ferry rates and passenger fares are exceptionally low for this 100 minute crossing; customs formalities at Boulogne are quick (9 cars every 2 minutes) and there is, on the spot, a restaurant, renowned for good food, to put you in a sparkling mood.

Write for the Boulogne Folder to the

French Government Tourist Office, 179, Piccadilly, London, W.1, ***or to the*** **Boulogne Chamber of Commerce, Boulogne, France.**

Ask F.G.T.O. about your holiday in France.

So far ... for so little!

28 m.p.g. on the Velox? 33 m.p.g. on the Wyvern? No manufacturer can determine what figures an owner will get. The answer depends on traffic conditions, hills, average speeds—and the driver. But within these variables one constant stands out. The new Vauxhalls, with their brilliant 'square' engines, take you farther on less fuel than other cars of similar size and power.★

Both Vauxhalls are spacious five to six seaters, and combine economy, speed and safe performance. They are comfortable, easy to drive, attractive inside and out, and well finished. Maintenance at reasonable cost is assured by Vauxhall nation-wide Square Deal Service. In value for every penny spent, the Velox and Wyvern have no equal. Ask any Vauxhall owner, and then ask your dealer for a demonstration.

● ● ●

★ *In R.A.C. observed petrol consumption tests the Velox achieved 28.6 m.p.g. at an* average *speed of 40.8 m.p.h., the Wyvern 33.4 m.p.g. at an* average *speed of 30.5 m.p.h.*

That's Vauxhall Value!

THE 6-CYLINDER VELOX

Maximum speed of 80 m.p.h.; spacious 5/6 seater. Length 14 ft. 4 in., turning circle 38 ft, £535 plus £224.0.10 P.T.

THE 4-CYLINDER WYVERN

Same size body and same modern styling as the Velox. Maximum speed of 70 m.p.h, £495 plus £207.7.6 P.T.

Vauxhall Motors Ltd · Luton · Beds.

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FROM AVAILABLE MATERIAL

Contact

SALTER

ABOUT SPRINGS & PRESSWORK

SALTER

Est. 1760

Write for free copy of the Salter Spring Handbook—it's full of useful information

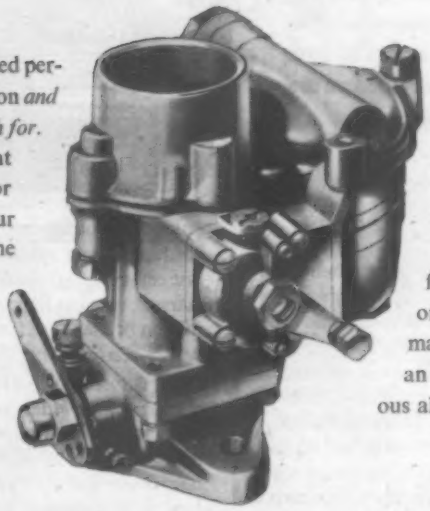
GEO. SALTER & CO. LTD., WEST BROMWICH. **Telephone: West Bromwich 1331 (8 lines)**

LONDON Phone: Holborn 6046/7 MANCHESTER Phone: Blackfriars 8551 COVENTRY Phone: 3644

M-W. 347

Look after your carburettor and the pounds will look after themselves

That is to say—fit Solex for improved performance and more miles per gallon *and get all the power you pay so much for.* Solex will do for your car all that perfect carburation can. A new or reconditioned Solex will boost your car's performance and give you the utmost miles per gallon. A Solex installation can pay for itself in a matter of months and also save you money. You'll save, too, with the Solex part exchange



plan. If your car is Solex equipped, your Solex Service Station will supply *at a specially reduced price* a latest type reconditioned Solex, equal to new, to replace your present carburettor, if not older than 1936. For cars fitted with a Solex of earlier date, or with a carburetter of another make, new Solex are available, at an attractive price, with a generous allowance for the old carburettor.

★ YOU SAVE **TWICE** WITH THE **SOLEX** TWO-WAY ECONOMY PLAN ★

SOLEX

THE SERVICE CARBURETTOR

GO TO THIS SIGN FOR SOLEX SERVICE

SOLEX SERVICE STATION

POST THIS COUPON TODAY

Please send me your pamphlet, "Your Carburettor", also details of a SOLEX to suit my car, and a list of SOLEX Service Stations.

NAME .....

ADDRESS .....

CAR ..... YEAR ..... H.P. .....

CARBURETTOR NOW FITTED .....

(Quote letters and numerals on Float Chamber of a Solex). A. 23/4/54.

SOLEX LIMITED, 223/231 MARYLEBONE ROAD, LONDON, N.W.1

Your time and money . . . and CAR POLISHING

It is high time that the facts behind the new development in car polishes were presented to car owners as honestly as possible. You have been hearing recently that there are now two radically different ways of polishing a car. The nub of the matter is how much time you are prepared to spend protecting your car's bodywork. In this announcement you will find a lucid summary of the advantages of both methods. It is for you to make up your mind on the subject and draw your own conclusions.

Look after your money . . .

A car is cash. Look after it. There are two reasons why you should spend time and money on cleaning and polishing your car. The first is to protect and preserve the bodywork. The second is to give the car's surface that sparkling beauty which is the outward sign of a well-kept car in good condition. Whether you achieve your objective by using one of the new quick cleaner-polishes or have more faith in the well-known wax polish method depends on your preferences. All we say is that our world-wide experience in manufacturing car-protection products fits us to give you the best advice on both methods.

1. The longest-lasting polish

If you are a perfectionist, there are no two ways about it. *Simoniz* wax is the polish for you. *Only Simoniz* can protect a car's surface with that unmistakable richly gleaming coat of hard wax *that lasts up to half-a-year*. The reason why a *Simoniz* finish lasts so long is its extra depth. The blend of hard waxes in the *Simoniz* formula gives the bodywork effective protection which 'seals' it against rain, rust, humid air, and the other causes of hidden corrosion. For six months afterwards a quick wash-and-wipe is all that's needed to bring up a superb 'Exhibition model' shine. At 5/- a large tin this makes 'Simonizing' the most economical, as well as the best method of polishing a car.

2. The quickest quick-polish

But some people are in a hurry. They want speed — quick results. That is why they get so enthusiastic about a new quick polish. And — without a doubt — *Bodysheen* is the best of the new 'combined operation' polishes. It cleans and polishes in one go. Only when there's hard grime and mud need you wash down first. Usually you just spread *Bodysheen* on. Then wipe off — that's all. It's marvellous what happens! The sleek glistening beauty — the shining brilliance of finish—surpasses that of any other quick polish. *Bodysheen* is the quickest quick-polish of all.

Simoniz research and long experience have combined modern scientific discoveries in a new way to produce a quick polish that cannot harm your car's finish. With *Bodysheen* there is no difficulty in re-spraying or re-touching the original finish. *Bodysheen* will not produce an 'oily rainbow' appearance even after repeated applications. *Bodysheen* is the best and most protective quick polish yet available and it is backed by the Simoniz reputation. ASK YOUR GARAGE FOR BODYSHEEN.

Well — it's up to you now. You are now in possession of the true facts. You know the advantages of both methods. It is your privilege to choose which you prefer. The finest and longest-lasting car polish in the world or the quickest and most protective of the new quick cleaner-polishes on sale today. Simoniz offer you both. Both perfect in their own way. And when you make your choice it is worth bearing in mind that your car is very valuable property!

THERE'S A 'SIMONIZ' CAR-PROTECTION PRODUCT TO DO EVERY JOB BETTER

Simoniz	5/-
Simoniz Bodyglaze	5/-
Simoniz Paste Kleener	5/-
Simoniz Liquid Kleener	5/-
Bodysheen — quickest cleaner-polish	5/-
Simoniz Chrome Cleaner	2/6
Simoniz White Side Cleaner (for white wall tyres)	5/-

Motorists Wise Simoniz!

Simoniz (England) Limited

You don't have to choose between

THE 'CONQUEST' SALOON. *75 b.h.p. Cruises at 70 m.p.h. Acceleration 0-30 in 5 secs., 0-60 in 20.4 secs. through the gears and 10-30 in 9.7 secs. in top (Autocar & Motor road test reports). Petrol from 26.5 m.p.g. at 30 to 21 m.p.g. at 60. Price £1066 plus £445.5.10 purchase tax.*

- ✻ PERFORMANCE
- ✻ COMFORT
- ✻ GOOD LOOKS
- ✻ ECONOMY
- ✻ EASY HANDLING
- ✻ EASY GARAGING

...you'll find them all in a Daimler CONQUEST

THE NEW range of CONQUEST cars offers the finest combination of motoring qualities on the market today. In designing the CONQUEST range Daimler determined to embody in one type of car *all* those fundamental qualities which would satisfy a high percentage of motorists having individual needs and widely differing tastes.

Test this out for yourself. Go to your Daimler Dealer today, try the Daimler CONQUEST for speed, acceleration, cornering, smoothness, easy handling in traffic or parking and then assess whether you have had to forgo, in any degree whatsoever, the comfort, spaciousness and silence for which the Daimler has always been specially noted. Add to this, really good luggage accommodation and an over-all size convenient for garaging, and you will appreciate that the CONQUEST in a rather special and individual way meets the points *you* would specially consider when buying a new car.

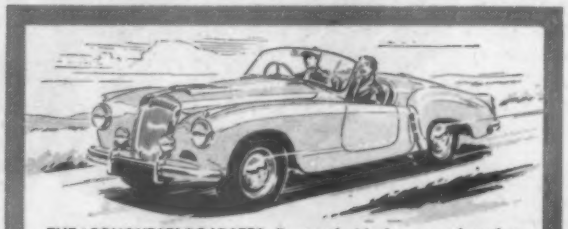
Low maintenance costs

It will be some time after purchase that you will also realise that your car has hidden qualities not apparent on first inspection and sometimes overlooked in new car buying. Your CONQUEST will probably surprise you in the savings it will bring in low maintenance costs and time 'off the road'. Automatic chassis lubrication plus pre-selector fluid transmission—(exclusive Daimler production car feature)—will take care of that unobtrusively, month in—month out, without thought or worry on your part. The Daimler CONQUEST offers you a wonderful combination of motoring qualities—it is a truly 'modern' car yet embodies all the dignity and prestige of the Daimler tradition. Your Daimler Dealer is waiting to give you every facility to test these claims for yourself.

THE 'CONQUEST CENTURY'. *100 b.h.p. Over 90 m.p.h. Quicker acceleration. ¼" wider brakes to cope with extra speed. Many extras including telescopic adjustable steering, greater leg room in rear, 2 suitcases to fit large luggage boot. Price £1172 plus £489.9.2 purchase tax.*

An illustrated brochure on whichever of these models interests you will be sent to you on request to Bureau G2, The Daimler Co., Ltd., Coventry, together with the address of your nearest Dealer.

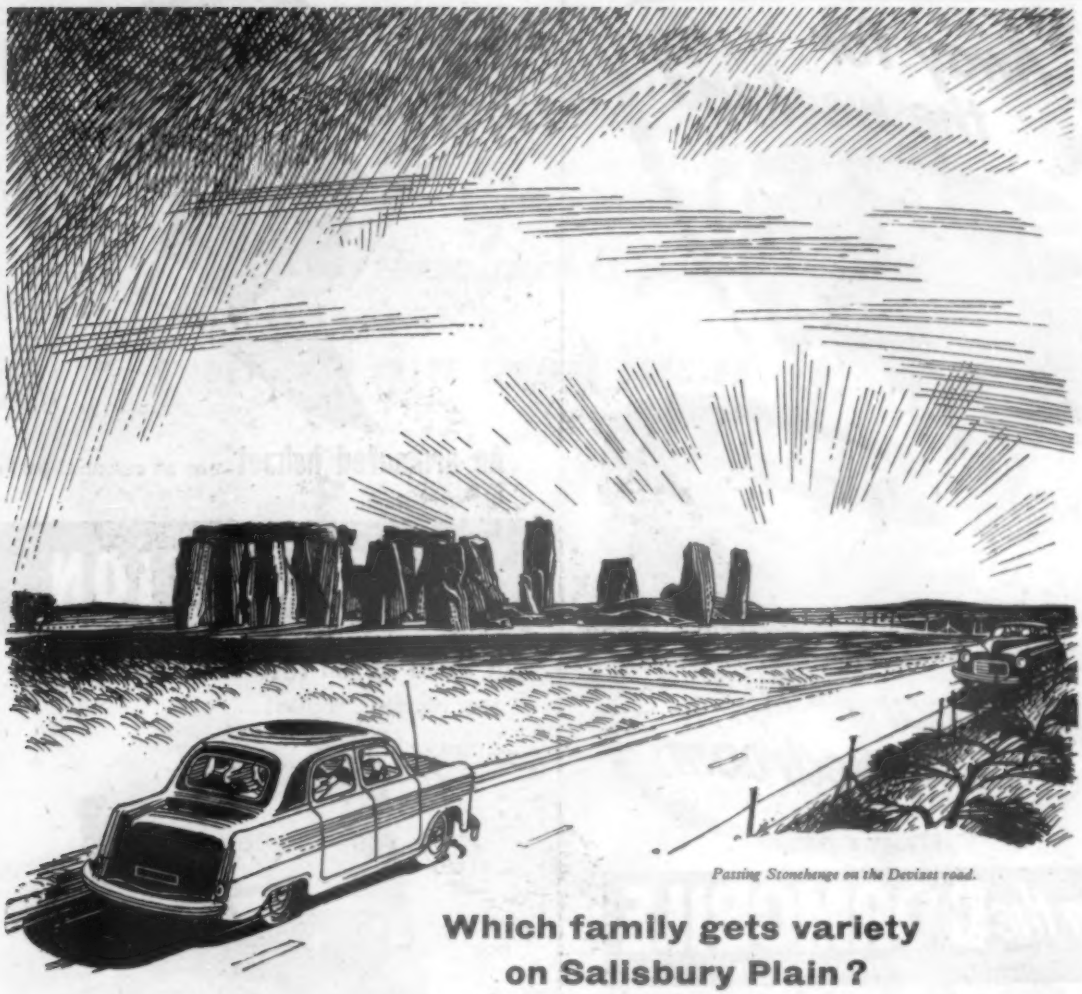
THE 'CONQUEST' COUPE. *100 b.h.p. Over 90 m.p.h. and vivid acceleration. The only British production car with a power-operated drophead, adjustable to three positions at the touch of a button, and without leaving your seat. Price £1225 plus £511.10.10 purchase tax.*



THE 'CONQUEST' ROADSTER. *For speed with elegance and comfort. 100 b.h.p. 100 m.p.h. Special high compression cylinder head. Extra wide brakes cooled by air vents in body front and rear. Superb lines, luxurious fittings and spacious accommodation. Price £1180 plus £492.15.10 p.t.*

'OUT OF PEDIGREE COMES PACE'

ARMSTRONG PATENTS COMPANY LIMITED, BEVERLEY, YORKSHIRE



Passing Stonehenge on the Devizes road.

Which family gets variety on Salisbury Plain?

Of course it's the one with the "H.M.V." car radio (notice the tell-tale aerial.) All through the first half of their journey their "H.M.V." has provided entertainment for everyone: at a turn of a switch, a programme of variety perhaps — and certainly a variety of programmes at the pressing of a button. There's still 70 miles to go, but no one is bored, not even the children. The miles are sliding by. On roads all over the country, this family with the "H.M.V." car radio take with them the perfect travelling companion — full of entertainment and information.

In modern motoring car radio has an assured place; it quietens restless children, shortens tedious journeys, makes driving pleasanter and safer.* The car radio that most British car manufacturers fit and recommend is "H.M.V." Isn't it time you had a talk to your Smiths Radiomobile dealer about an "H.M.V." radio for *your* car?

** Car radio relaxes tense nerves, encourages patience, and prevents dangerous boredom.*

"HIS MASTER'S VOICE" car radio
The perfect travelling companion

MARKETED BY SMITHS Radiomobile

S. SMITH & SONS (RADIOMOBILE) LTD., GOODWOOD WORKS, NORTH CIRCULAR ROAD, LONDON, N.W.2.

in the DORMOBILE

PROV. PAT. No. 2207152

The remarkable Dormobile has no equal for versatility. Self-contained, it can be used as a comfortable, roomy 2, 4 or 7 seater and converted in seconds at nightfall to a cosy bedroom having two full-sized single beds or one double. Ideal for weekends or touring holidays, the Dormobile also seats up to 12 persons as a light 'bus or carries a full load of goods.

The model illustrated is a conversion of the latest 10 cwt. Morris Commercial van.

PRICE **£570** COMPLETE

Details from your Nuffield dealer or from the designers.

Martin Walter Ltd

UTILECON WORKS, FOLKESTONE.

Phone: Folkestone 3103. Est. 1773.

An armoured helmet was an essential part of his protection.

PROTECTION

A clean AC oil filter is an essential part of your engine protection....

....against

dangerous carbon, dust, metal particles and sludge in your oil. Dirty oil can do immeasurable damage and shorten the life of your engine.

For complete protection against dirty oil your AC Oil Filter should be *renewed regularly*. Have yours checked today. A *clean* AC Oil Filter saves you money on oil, petrol and repairs—and helps maintain the value of your car.

Change your oil filter regularly

AC OIL FILTERS

AC-DELCO DIVISION OF GENERAL MOTORS LTD.
Dunstable and Southampton

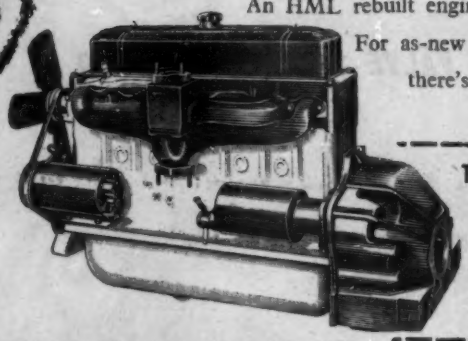
If performance is poor . . .
GET YOUR VALVE SPRINGS CHECKED
So many troubles—lack of power, poor acceleration, high petrol consumption—can be traced to worn valve springs that it is only sensible to have them checked at regular intervals. When new valve springs are needed be sure you have Terry's fitted. All good garages now have them and they are more efficient and last longer than any others.
refit with TERRY'S AERO QUALITY VALVE SPRINGS
Terry's Ignition Tool
A handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. 1/6 each
Terry's Battery Terminal Remover
Strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 5/- each
Terry's Magneto Spanners
The 'Midget' 8-leaved spanner fits all sizes of ignition nuts and is also invaluable for general purposes. Includes .012 feeler gauge and small screwdriver. Blued finish. 1/6 each
HERBERT TERRY & SONS LTD, REDDITCH, ENGLAND

HML Enginuity

PUTS

SPRING INTO YOUR VAUXHALL

An HML rebuilt engine puts new life into a tired Vauxhall. For as-new performance and operating economy there's nothing to equal an HML Rebuild.



THE HML ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first — you send the old one in afterwards. Exchange prices from as low as £35.

Deferred terms available. May we send you a copy of our booklet?

RADIO

We have a special department for car radio installations and repairs. Trade enquiries invited.

HAMILTON MOTORS (*London*) **LTD**

Vauxhall and Bedford Main Dealers

466-490 EDGWARE ROAD, LONDON, W.2

169-171 HARROW ROAD, LONDON, W.2

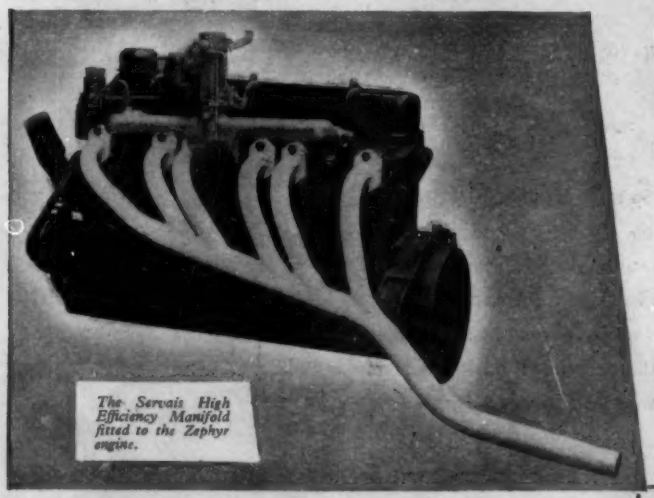
Telephone: PADdington 0022 (12 lines)

* *PARTS SERVICE DEPARTMENT*

Open Monday to Friday 8 a.m. to 6.30 p.m.
Saturday 8 a.m. to 4 p.m.
Sunday 10 a.m. to 1 p.m.

Ring PADdington 0028 for immediate service

DHB 23



The Servais High Efficiency Manifold fitted to the Zephyr engine.

Ford Owners!

Revolutionize the performance of your ZEPHYR or CONSUL Engine by fitting the Servais High Efficiency Exhaust System.

Manufactured by the makers of the famous Servais Straight-Through Silencer.

SERVAIS HIGH EFFICIENCY EXHAUST SYSTEM

Write now for full details and prices to:

SERVAIS SILENCERS LTD.,

Ashford Road, Cricklewood, London, N.W.2

Tel: GLAdstone 6789

The complete changeover from your existing system can be effected in 3-4 hours—with a Servais Silencer to give the Servais Manifold maximum results. All necessary parts are supplied.

Spring is here!

A few days away will do you a world of good

Spring can be the loveliest time of the year in Britain. It's the time to be out and about—walking, cycling, motoring—seeing the most beautiful countryside in the world preparing to put on its summer finery. You need a change after the long winter, and Trust House Hotels and Inns throughout the country are waiting to welcome you — whether it's for a day, a week-end or a real Spring holiday.

★ ***SEND FOR FREE COPY OF THE TRUST HOUSE GUIDE TODAY***

Please send me 5

☐ *Copy of Trust Houses Road-Map and Guidebook*

☐ *Copy of Map and Tariff only as I have the Guide*

(*Please tick which you need*)

NAME _____

ADDRESS _____

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TRUST HOUSES LIMITED

81 Piccadilly, London, W.1 *Tel: GROsvenor 1846*

Garringtons—whose Forging experience extends for more than a century—now announce this useful set of Double-ended Open Jaw Spanners. Made from Carbon Steel and specially heat-treated to give maximum strength, "Husky" Spanner Sets ensure dependability at an economical price.

Whitworth sizes:
1/4 in. x 5/16 in.
5/16 in. x 3/8 in.
3/8 in. x 7/16 in.
7/16 in. x 1/2 in.
1/2 in. x 9/16 in.
9/16 in. x 5/8 in.

BIF
CASTLE BROMWICH
BIRMINGHAM
SEE OUR EXHIBIT
STAND D206 and A636

Husky
CARBON STEEL
SPANNERS

Obtainable from all recognised Tool and Motor Accessory Stockists.

GARRINGTONS LIMITED,
BROMSGROVE, WORCS., and DARLASTON, STAFFS.

The reason for using Intalok Spring Cases is simple; it gives you more headroom by taking less seat room. With Intalok the seat can be made shallower and remain just as comfortable.
Intalok Spring Cases are used today by many British car manufacturers.

INTALOK REGD.
SPRING CASES FOR CARS

A PRODUCT OF THE SLUMBERLAND GROUP
TRADE ENQUIRIES TO: INTALOK LTD., CALDWELL ROAD, NUNEATON, TEL. NO. NUNEATON 2367/8

Now available for . . .

different makes and models

WOODHEAD-MONROE announce the extension of this range of shock absorbers to cover 377 different makes and models. Now you can have smoother riding, improved handling, *longer tyre-life* and all the advantages of "fluid-cushion' shock absorbers by simply asking for a Woodhead-Monroe conversion. Do so to-day or alternatively *write* for technical details and nearest stockist.

Woodhead-Monroe
PATENTED

'FLUID-CUSHION' SHOCK ABSORBERS

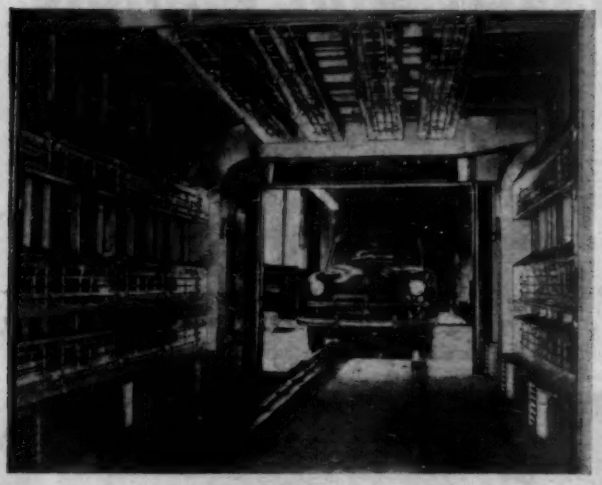
JONAS WOODHEAD (Spares) LTD., LAMPTON ROAD, HOUNSLOW, MIDDLESEX

mdh 3113

Burgess Silencers are fitted exclusively on the Standard Eight.

MANUFACTURED BY BURGESS PRODUCTS CO., LTD., SILENCER DIVISION, HINCKLEY, LEICESTER

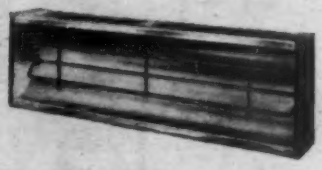
Metrovick Infra-Red speeds the cars . . .



Our Heating Element Department will be glad to discuss your heating problems, and the demonstration rooms at Trafford Park, Manchester and 132/135 Long Acre, London are open for inspection and the actual testing of samples.

VAUXHALL MOTORS LIMITED have recently installed at their Luton factory four Metrovick Infra-Red ovens, arranged as two pairs. The first oven dries moisture off the car after water spraying and takes only FOUR MINUTES; the second oven dries any spotting of cellulose paint necessary before the finished car leaves the factory. The drying time in this oven is about THREE MINUTES.

The basic element projector, shown below, is made in standard sizes, 18 in., 24 in. and 36 in. long, and special lengths can be supplied. The source of radiant heat is the Metrovick tubular-sheathed heating element, an industrial adaptation of the successful "Redring" domestic element.



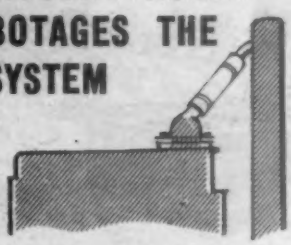
Send for Descriptive leaflet 703/7-1

METROPOLITAN-VICKERS
ELECTRICAL CO LTD · TRAFFORD PARK · MANCHESTER 17

Member of the A.E.I. group of companies

RUST

THE UNDERCOVER AGENT WHICH SABOTAGES THE COOLING SYSTEM



Shaded portion is the dangerous rust area.

Where water comes into contact with metal, rust results—unless rendered rustless by the addition of Granville Radiator Rust Preventer. The constant use of these crystals will eventually save you pounds in repair bills and ensure cooler running. Rust eats away metal, forms sludge and clogs up the whole water system.

Don't let rust get to work on your radiator and cylinder head. Get Granville Rust Preventer and never be without a spare supply for use when water is drained off or every 12 months. Use it with ANY TYPE of antifreeze. Obtainable from most garages.

1/3 Per packet

NEW CAR OWNERS Keep your radiator and cylinder head as free from rust as they are now that your car is new. The ravages of rust are always apparent and it costs only coppers to add Granville Rust Preventer to the water. Keep on using Granville Rust Preventer and when you come to change your car, the whole cooling system will be as free from rust as it was when the car was new.

GRANVILLE

RADIATOR RUST PREVENTER

GRANVILLE

SPECIALITIES FOR THE MOTORIST

RADIATOR RUST PREVENTER

FULL DETAILS ACROSS

SUPERWELD

Engine cracks permanently sealed in 30 minutes 15/- (one tin).

SUPERFLUSH

For cleaning blocked radiators and keeping them clear. 3/- per tin.

GLASS DE-MISTER

Renders free from misting up: windscreens, windows, mirrors and all glass surfaces. 2/6 per bottle.

SUPERSEAL

The last word in leak sealing compounds. Can save you the price of a new radiator. Tins 4/9 and 8/6.

PETRO-PATCH

Repairs rusted panels, wings, doors, etc. Also leaking petrol tanks, cracked batteries, leaking car roofs. Complete outfit 4/6.

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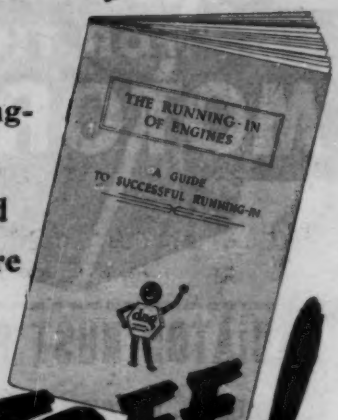

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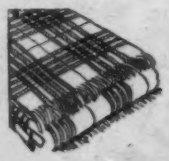

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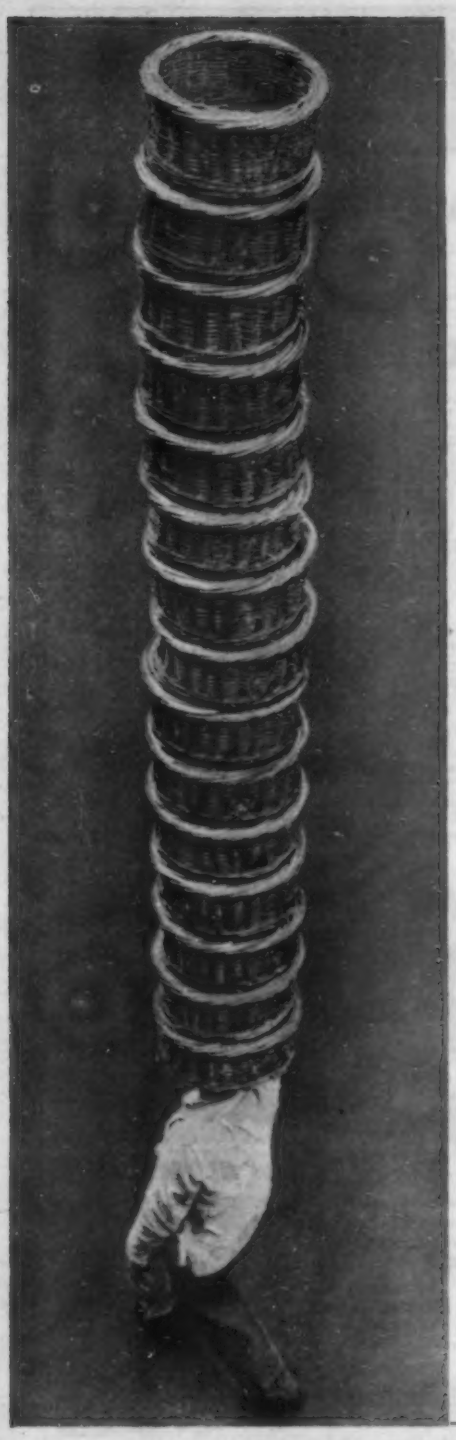

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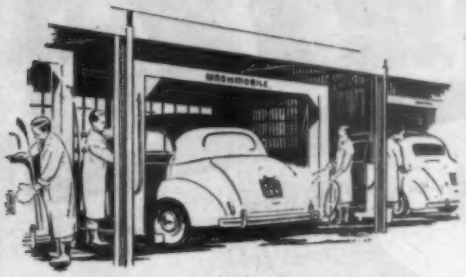

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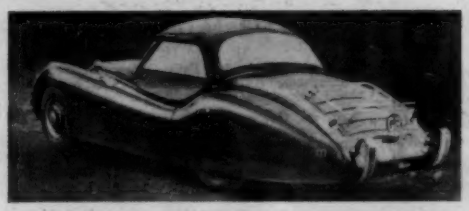

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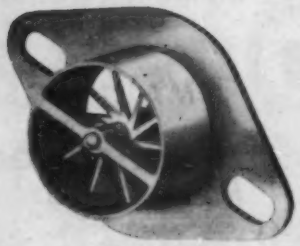

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The Autocar
FOUNDED 1895

No. 3047 *Friday, 23 April 1954* Vol. 110

Going Fast

THESE are difficult days for the high-speed driver. Quite apart from the obvious adoption of a very critical attitude to speed on the part of the Ministry of Transport—evident in several recent utterances—and the persistence of a similar attitude on the part of the public (it has always been evident), increasing traffic has sharply limited the opportunity for high-speed passage.

No one can deny the necessity for the fast driver to be fully responsible and capable of prolonged and intense concentration on his task. His mental ability must be equal to that with which Conan Doyle endowed Sherlock Holmes, for the nature of British roads is such that high-speed driving demands a sixth-sense perception of what is going on round the corner. As the omnidirectional eye has not yet been developed the inefficient example at present current must seek for clues directly in its line of vision. It is the fact that these are known and appreciated by the fast driver, but not by the normal road user, which leads to allegations of danger where none really exists.

Most of all is judgment required in engine cut-off point and brake application. The distances involved increase disproportionately with speed, and at really high speed—say over 70 m.p.h.—they demand first-class eyesight in addition to the ability quickly to weigh up a situation. The best advice here is an adaptation of an old maxim of journalists: "When in doubt, brake." Or at least lift the throttle foot.

There are disturbing signs that the police are tending to regard high-speed driving as legally "dangerous." This needs watching, but the statistics of prosecutions do not yet show any pronounced trend. None the less, this tendency and the hundred other factors involved in high speed serve to emphasize the enormous responsibility that devolves on those who drive fast.

Signs of the Times

ON traffic matters a tendency towards cynicism on the part of a journal that has seen 59 years of motoring must surely be forgivable. Diogenes may therefore be permitted to leave his tub to take a look at the 1,800 new direction signs that are to be erected in London in order to ease the flow of through traffic. If he quietly withdraws with a chuckle, that, too, should be accepted as an adequate comment on this belated if ambitious scheme. The trouble with London is that it has become so complex that "throughway" signposting will be of only limited assistance. In the press of traffic and amongst the ant-like darting of pedestrians, with orange lights flashing in all directions and the remorseless green-amber-red-red'n-amber-green of what Lancashire (correctly) calls the row-bow, the motoring Mr. Milquetoast is no more likely to spot that his through route to Southend-on-Sea turns right at the Elephant and Castle than he is to bring his car into London at the moment.

But perhaps the new signs—black letters in white panels on a yellow background—are not for him, but for the drivers of the "heavies." In that case Diogenes will point out that they are unnecessary if he is any judge, the heavy driver of 1954 seeming merely to orientate his vast radiator in the direction in which he wishes to go and to press on regardless.

What we particularly like is the flavour of heraldry about the description of the new signs. The only thing that seems to be lacking is any reference to the bar sinister frequently associated with heraldic devices. Yet we feel convinced that this exists, even if the politicians are keeping quiet about it at the moment. Memories are sufficiently long to remember Mr. Herbert Morrison's positive advice to motorists to "keep out" while he ran his Festival of Britain, and the requests of back-benchers to ban cars from Central London linger in the columns of Hansard. The new signs will need watching, therefore, in case they are a subtle application of the bar, in which case Mr. Milquetoast may find himself taking a "throughway" through London that involves Brighton sea-front and the Tilbury-Gravesend ferry.

TYRES and STABILITY

MUCH is known about the behaviour of tyres on a vehicle moving on the road. That much still remains to be discovered is the conclusion that must be drawn from a very informative Paper recently read before the Institution of Automobile Engineers by Mr. T. J. P. Joy, B.Sc. (Eng.) and Mr. D. C. Hartley, B.A., who are respectively superintendent of tyre development and tyre test engineer of the Avon India Rubber Co., Ltd.

Attention is riveted by the authors' introductory remark: "At times the impression is gained that, until recently, the practice of the car designer was to plan his car down to the last detail and then, almost as an afterthought, to add a tyre to each wheel. That this technique has been fairly successful merely shows how capable the tyre is of adapting itself to its duties." Tyre characteristics are then dealt with. When a tyre is pointed at an angle to its direction of motion the distortion of the tread in contact with the road produces a force at right-angles to the horizontal axis of the tyre. This is the "cornering force," and the angle between the direction of motion and the axis of the tyre is the "slip angle." As Fig. 1 shows, the distortion of the centre-line

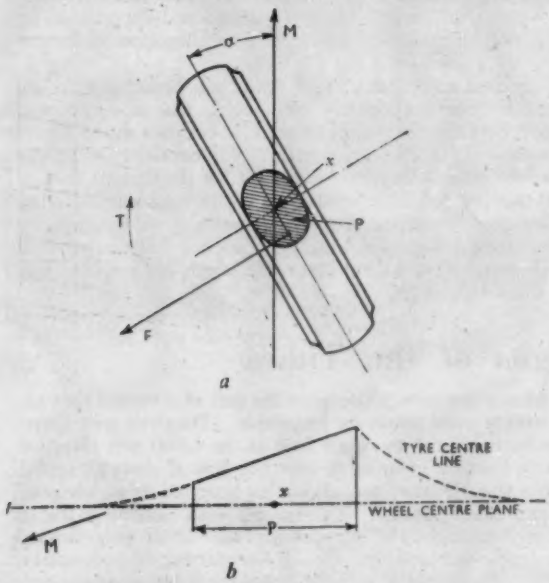


Fig. 1.

of the tyre increases steadily from the front of the contact patch to the rear, and it follows that the line of action of the cornering force must lie behind a point x immediately below the centre of the wheel. The distance between this point and the line of action of the cornering force varies with the slip angle, but it is generally more convenient to plot the moment of the cornering force about x. This moment tends to reduce the slip angle and is called the "self-aligning torque."

When a laden tyre is rolling its continuous distortion dissipates energy, which is called the "horse-power consumption" of the tyre. Power consumption can also be expressed in terms of resistance to the motion of the tyre, the so-called "rolling resistance," which is assumed to act in the line of, but in the opposite direction to, the line of motion. Thus when the tyre is running at a slip angle a component of the cornering force will be added to the rolling resistance, so giving an increased horse-power consumption.

The first two characteristics affect car handling directly. The cornering force is the only force which enables a car to turn a corner or to resist the action of a side wind. The self-aligning torque gives a measure of the force required to steer the car, i.e., it gives a measure of the "feel" at the steering wheel. Horse-power consumption does not directly affect handling, although it indicates the efficiency of the tyres as a means of transmitting power and also enters into stability problems indirectly.

How these characteristics are measured on the stability machine is then described. This machine consists basically of a 50 h.p. variable speed electric dynamometer coupled to a steel drum of 67.23in diameter and a circumference of one three-hundredths of a mile. On this drum rests a tyre mounted on a wheel and hub connected to an identical dynamometer. The drum, therefore, drives, or is driven by, the tyre and wheel, and the horse-power absorbed or delivered by each motor can be determined, so that the horse-power consumption of the tyre can be known.

Angular Measurement

Steering gear can turn the tyre and wheel so that it runs at a slip angle relative to the drum, just as if the tyre were being steered round a corner. A mirror is fitted to the non-rotating part of the hub and a beam of light thrown on it is reflected on to a large screen to indicate the slip angle value. This device also measures the camber angle. The tyre running at a slip angle produces a cornering force which acts as a thrust along the axle carrying the wheel, and which is measured by suitable instruments. The self-aligning torque measuring gear is mounted on the housing carrying the kingpin and the steering mechanism acts through it, thus recording the actual restoring force.

Varying conditions can be imposed on the tyre; load pressure, which can be increased to a maximum of 50 lb per sq in or kept constant; speed, which can be varied from 36 to 125 m.p.h.; the direction of the drive, which, if imposed from the drum to the wheel, simulates braking conditions, or, if from the wheel to the drum, simulates rear wheel acceleration; slip angle, which can be varied from 0 to 12 degrees; camber angle, which can be varied from -5 to $+5$ degrees; kingpin inclination, which can be varied from $+4$ to -7 degrees; and wheel offset, which can be varied from 0 to 3in. All factors, except the last three, can be altered and measured from inside the control room, which has the effect of making the test shorter and therefore more reliable.

Importance of Duration

Of considerable importance is the duration of the test, because a certain amount of rubber is scuffed off a tyre running at a slip angle, and heel-and-toe wear develops across the tread. This tends to lower both the cornering force and the self-aligning torque. It will be appreciated that this effect is accentuated by the more stringent conditions, such as high-slip angles, overloading, under-inflation, high speeds and high torque transmissions. For maximum reliability of results, the test on any one tyre should be as short as possible.

Another limitation on test conditions is the strength of the tyre itself. It is unwise to test the ordinary touring tyre under high loads at speeds above 90 m.p.h., because a standing wave develops and the tyre is liable to fail through tread separation. If the test is run at a substantial slip angle the maximum safe speed is reduced to 80 m.p.h. These limitations are by no means absolute, but if a tyre fails in the middle of a test it may entail repeating the test, which is uneconomical and may even be impossible.

A factor affecting the validity of any test results from the impracticability of manufacturing identical tyres. A tyre,

HOW HANDLING A CAR IS AFFECTED BY TYRE CHARACTERISTICS

because it is largely hand-made, is subject to considerable variations in its characteristics. While variations can be reduced by careful supervision during manufacture, they can never be eliminated, and may be ascribed to many causes, such as undertread thickness, state of cure, ply insulation, cord angle and fabric tension.

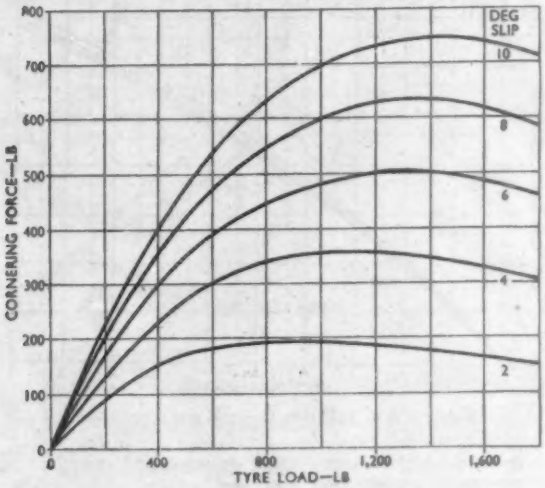


Fig. 2.

To minimize these effects three tyres are used in every test and the mean of the results is taken. A statistical investigation of the variation in characteristics of a large number of standard tyres tested under similar conditions shows that the mean deviation of the cornering force is 3.5 per cent, while that of the self-aligning torque is 6 per cent.

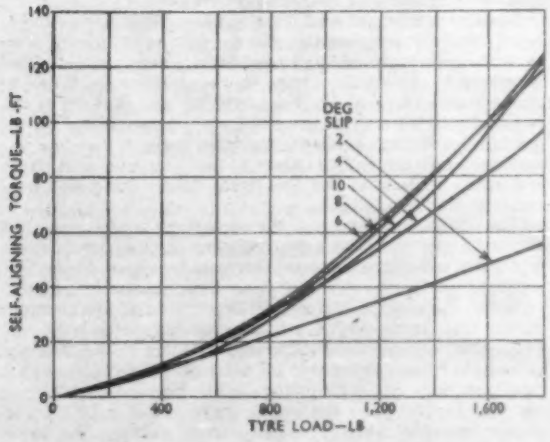


Fig. 3.

Thus, working to 95 per cent confidence limits, the mean cornering force of three tyres is within 4 per cent of the true mean, and the figure for the self-aligning torque is 7 per cent. Having regard to the limits of accuracy of the machine, the cornering force measurements are accurate to within 5 lb, with a lower measurable limit of 30 lb and an upper limit of 1,500 lb. The self-aligning torque measurements are accurate to within 1 lb ft, with a lower limit of 2 lb ft and an upper limit of 250 lb ft. The horse-power consumption measurements are accurate to within 0.3 b.h.p.

A general plan of research has been carried out on the stability machine to determine the effects of various factors upon tyre characteristics. These factors are divided into: (a) external, or factors which can be varied on any single tyre once it has been fitted, and (b) internal, or factors varying from tyre to tyre; for example, rim diameter. For the external factors, only the slip angle was varied simultaneously with the factor in question.

The effects of load on cornering force, self-aligning torque, and horse-power consumption are shown by Figs. 2, 3 and 4. The cornering force reaches a maximum value for each slip angle at roughly the rated load. Self-aligning torque increases rapidly, and horse-power consumption increases comparatively slowly with increasing load.

The term "camber thrust" is sometimes used for the cornering force developed when the tyre is run with a camber

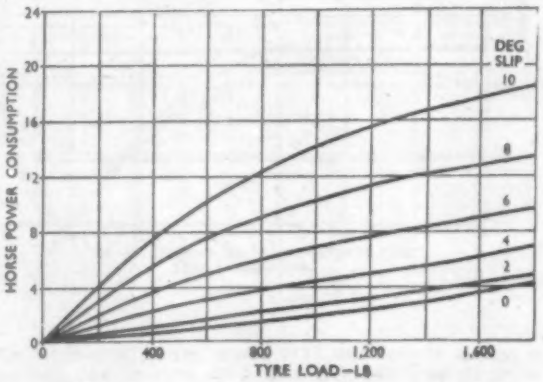


Fig. 4.

angle, because a side force is produced even when the slip angle is zero. This side force arising from camber, and the cornering force from the slip angle, are completely independent within the range of slip angles tested The value of this camber thrust at the test load of 950 lb was equal to the load multiplied by the tangent of the camber angle. Other tests have shown that the linear relation of camber thrust with camber angle holds for all loads and all camber angles tested (+5 to −5 degrees), but there are indications that the linear nature of camber thrust with load holds only up to approximately the rated load and above this the camber thrust rate of increase is less. Camber appears to have a negligible effect on self-aligning torque, and there is a slight increase in power consumption solely from the increased side force.

The effect of speed on cornering force is negligible. Because self-aligning torque is sensitive to changes in power transmitted through the tyre, it is difficult to separate the effects of speed and power transmission, but it appears that any variation with speed is negligible compared with the effect of transmitting power. Power consumption increases rapidly with speed.

Over the range tested the effects of pressure on cornering force and on self-aligning torque are linear, cornering force increasing and self-aligning torque decreasing. Power consumption variation is very small at the lower slip angles, because with increasing inflation pressure the component of the increasing cornering force tends to offset the decrease

TYRES and STABILITY . . . . . continued

in rolling resistance. At the higher slip angles power consumption increases with pressure owing to the high cornering force values.

The effect of braking on cornering force is not noticeable for slip angles below 4 degrees. Over this value a decrease with increased braking becomes marked. The effect on self-aligning torque is not only to decrease the torque but also to decrease the slip angle at which it reaches a maximum. There is a negligible effect on horse-power consumption.

As the traction b.h.p. increases the cornering force is decreased slightly (Fig. 5). The effect on self-aligning torque shown in Fig. 6 is the opposite to that of braking; i.e., traction increases both the torque and the slip angle at which

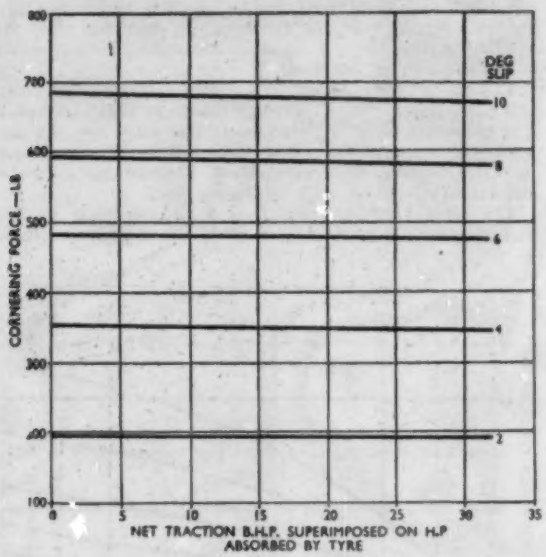


Fig. 5.

it reaches a maximum. On power consumption the effect is negligible. The fact that both traction and braking decrease cornering force slightly is probably by reason of a reduction of the effective adhesion region.

The authors next examine the effects of internal factors which are not so easy to determine accurately because of

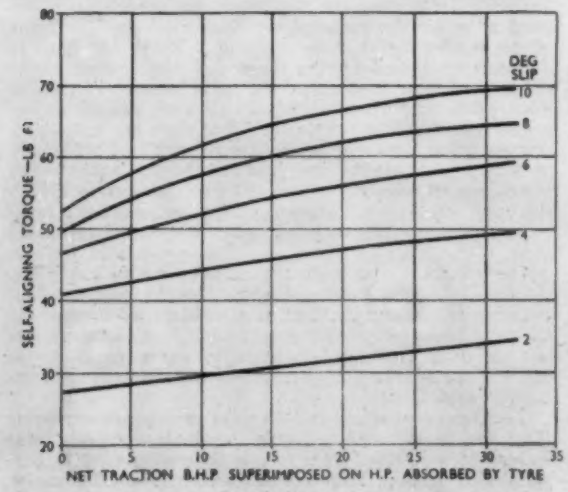


Fig. 6.

tyre to tyre variations. Also the ideal loading conditions of the tests are difficult to determine, the conditions finally chosen being 950 lb load and 28 lb per sq in pressure for all tyres. Although this gives different ratings for different tyre sizes, it shows the effect of replacing the tyres on a particular car with tyres of another size or ply rating, or the same tyres on different rims.

Increasing rim width increases cornering force (Fig. 7). The effect on self-aligning torque is almost imperceptible,

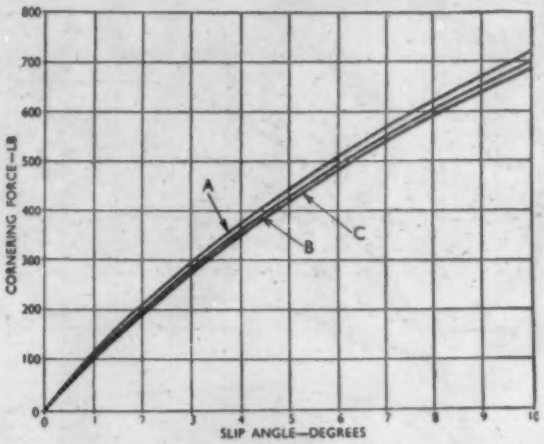


Fig. 7. A = 5½K rim, B = 5K and C = 4.50E.

with a tendency towards a slight decrease, and the effect on horse-power consumption is negligible.

Figs. 8 and 9 are for two rim diameters, 15 and 16in. The larger tyre has the greater cornering force and also self-aligning torque. It has a slightly higher horse-power consumption, resulting from the increased cornering force.

Tyres with three different section widths were tested and the results on cornering force are given in Fig. 10 and on self-aligning torque in Fig. 11. Both cornering force and self-aligning torque are increased by increasing the section width but the effect on power consumption is negligible.

Cornering force and horse-power consumption of six-ply tyres are the same as for four-ply tyres.

Finally the effect of road wear was investigated, an attempt being made to separate the effect of the reduction of non-skid depth from the effect of any change in the carcase. This was done by testing four tyres on the stability machine and then running them on a test car until the non-skid depth was reduced to 0.10in, when the tyres were then retested on the machine. Three similar new tyres were tested on the machine and then buffed down to the same non-skid depth and tread contour as the four tyres, when these also were retested on the machine.

The results indicated that the cornering force increases by about 20 per cent when the tyres are three-quarters worn, while the self-aligning torque increases by about 40 per cent. Approximately two-thirds of both these increases are attributed to the change in non-skid depth. In all the previous results the horse-power consumption increases with slip angle, the component of the cornering force in the direction of motion being responsible for most of this increase. This, however, does not account for all the increase, as is shown by Fig. 12, in which the upper curve is a standard horse-power consumption-slip angle curve, whereas the lower curve is obtained from it by subtracting the component of the cornering force. However, it still shows an increase with increasing slip angle, caused, probably, by increased distortion of the carcase and also by the fact that the tyre deflection is greater when running at a slip angle.

It remained to determine to what extent these test results obtained on a smooth steel drum are applicable to conditions obtained on the road. The first road tests had

as their object determination of the minimum difference in cornering force that could be detected by a good driver. A series of tyres was tested on the machine and sorted out into pairs of similar characteristics. One pair was fitted to the front wheels of a car and the other pair to the rear wheels, and the car was then driven for three laps at a fairly high speed round a closed circuit. The tyres were then changed over, front to rear and rear to front, and the car driven for a further three laps. The driver then gave his opinion as to which combination provoked more oversteer. According to the results of the stability machine tests the car should

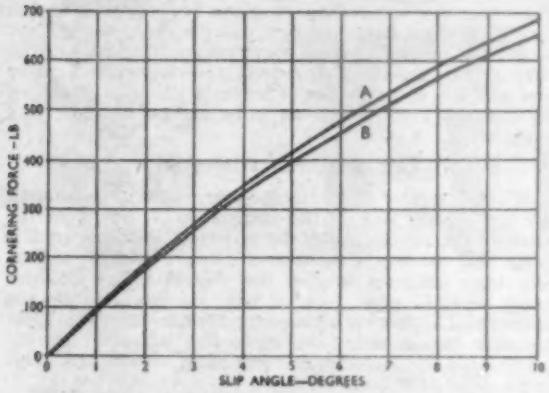


Fig. 8.

oversteer more with the tyres of lower cornering force on the rear wheels.

When the difference between the two sets of tyres was 15 per cent the driver noticed it easily, and the front passenger could also feel the change in oversteer effect. When the difference was 10 per cent the driver could still definitely feel it, but the passenger was doubtful. With a difference of 5 per cent the driver could feel the change, but had to drive an extra lap before he was sure. When the difference was only 2 per cent the driver could not detect any change.

Now, when tyres with a difference in cornering force of 5 per cent are changed from the front to the rear, the difference in oversteering of the car will be 10 per cent. Thus a threshold of human perception was established at approximately 10 per cent difference in steering characteristics. This is roughly the difference in feel of a medium-size saloon car with and without a fairly heavy passenger in the rear seat. As the stability machine has an accuracy of about 2 per cent it is more accurate than even a good driver.

The next test was to determine the cornering force of tyres on the road, and as cornering force could easily be checked on the machine a direct comparison was possible of two sets of results on the same tyres. An adaptation of the standard steering pad method for determining steering characteristics was used, but only the rear slip angles were measured.

A theodolite clamped to a rear door determined the attitude angle and roll angle of the car and thus, with the knowledge of the roll-steer characteristics of the rear axle, the slip angle of the rear wheels was calculated. The cornering

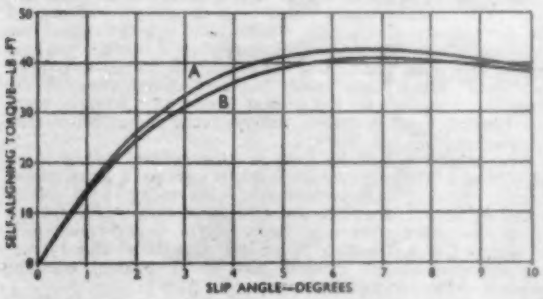


Fig. 9.

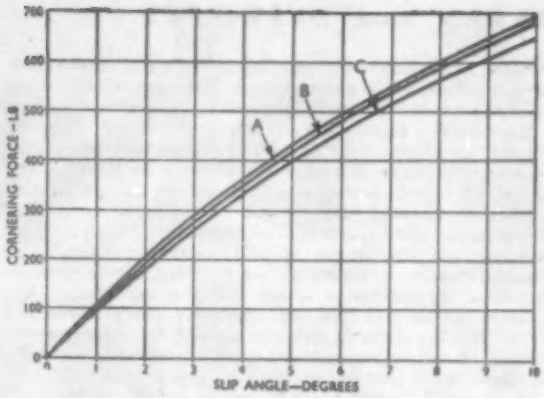


Fig. 10. A = 6.50in, B = 6.00in, C = 5.50in.

force was found by taking the lap times, from which the sideways acceleration was calculated. These results were worked out and from them the conditions for testing the tyres on the stability machine were evolved. For example, at 1-degree slip angle on the road the centrifugal force was determined; from this the weight transference was calculated, and thus the individual wheel load. The two tyres were then tested on the machine with their appropriate loads, and their

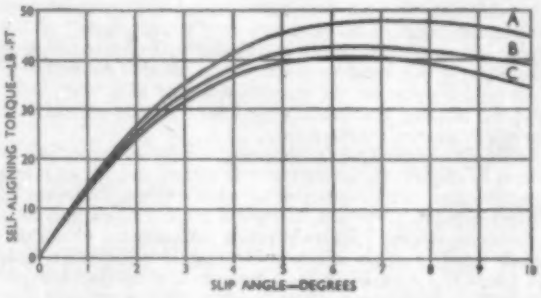


Fig. 11.

combined cornering force could be compared with the figure obtained on the road.

Racing tyres were used for this test as it was found that steady readings could be obtained up to higher slip angles. The average results on the road are about 17 per cent better than those obtained on the machine. The authors add that this figure of 17 per cent is not necessarily constant for all applications.

How much of this is owed to the curvature of the drum and how much to the different surfaces is a matter of conjecture.

The authors then redefine oversteer and understeer; which of these two conditions is preferable is a matter of opinion, but it appears to be generally agreed that the handling characteristics of the car should tend towards

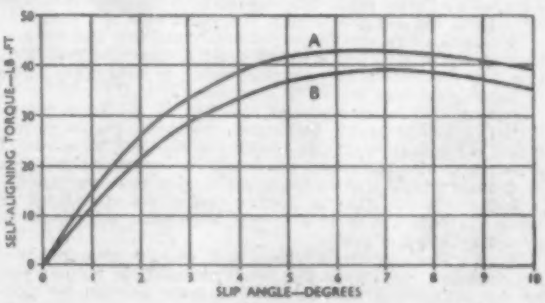


Fig. 12.

TYRES and STABILITY . . . . . continued

greater understeer with increasing sideways acceleration. A method is then suggested of utilizing the results curves obtained on the stability machine to determine the handling characteristics of any car. During the initial stages of design the weight of the car, the distribution of weight, the weight transference for a given sideways acceleration and the distribution of this weight transference can be calculated by the designer, who can also estimate any change in camber with sideways acceleration. The stability machine can then be set up to simulate these conditions and the relative positions of two resulting curves give the handling characteristics under steady conditions. The authors admit that this over-simplifies the problem but state that the general principle should hold because the testing is truly comparative, i.e., any correction necessary to allow for the change-over from machine to road conditions should apply equally to both sets of wheels. There are, however, two corrections to be made before the results can be applied to the road. The first correction is because all four self-aligning torques are tending to straighten the car and the second is associated with the marked changes in horse-power consumption with load when running at a slip angle.

Time Lag

Changing conditions, as in an emergency swerve, involve the time lag that the tyre takes to achieve its maximum cornering force. This is known as the "response" of the tyre. Fortunately changes in tyre construction to improve cornering force tend to improve response. Attempts to measure response on the stability machine have been made but the steering gear ratio is too low, and indirect methods have not proved satisfactory.

Self-aligning torque is becoming almost as important as steering characteristics, because it affects the driver's feel at the wheel and with increasing speeds the driver requires a very rapid indication of changes in condition, such as road camber or wind. Factors affecting self-aligning torque include most of those affecting steering characteristics, but, in addition, caster angle has a very great effect and kingpin inclination and wheel offset have a smaller effect. The problem of self-aligning torque is self-conflicting, as the greater it is the greater is the driver's feel of the wheel and the better the sense of control, but if it is too great the steering becomes very heavy on corners.

While results obtained on the stability machine are fairly reliable and applicable to normal road conditions where low slip angles predominate, it does not follow that figures obtained at high slip angles will hold good on the road, as the tyre may have skidded before an angle of, say, 10 degrees is reached. Skidding or breakaway can never occur or be measured on the machine. How, the authors ask, does a racing car progress round a corner, and what happens in a four-wheel drift? Is the car still motoring round the corner at a very high slip angle or has it actually broken away? If the latter, then how can the driver control the car? The answers to these questions are, they state, by no means clear; unfortunately drivers who can corner a racing car well are so adept that it becomes almost a matter of instinct, and their ideas tend to be as hazy as those of a spectator.

Contact Area Distortions

When a tyre is cornering the centre-line is undistorted for the greater part of the circumference, but from the front of the contact patch the distortion increases until a point near the rear of the contact patch is reached. As the slip angle increases so does the distortion, but also this point tends to move forward until no distortion can be maintained by friction between the road and the tyre. Then the tyre breaks away, the centre-line becomes virtually undistorted and the sideways force drops considerably. This is the point of breakaway.

The means of negotiating a bend in a racing car appear to be roughly as follows: If the driver can get the car round without slowing down appreciably he motors round with all four wheels holding the road. If he cannot get the car round without slowing, he puts it into either a rear-wheel drift or a four-wheel drift, and the authors remark that there is some doubt as to whether the method used depends on the skill of the driver or the severity of the bend. For a two-wheel drift, suggest the authors, breakaway is induced by rear-wheel spin by the throttle, at the same time steering to put a high slip angle on the rear wheels, the car then being controlled partly by the front wheels and partly by the throttle controlling the rear-wheel spin. In a four-wheel drift the process is carried a stage further and the car is turned to such an angle that both ends break away. In both cases the car is pointed well into the corner so that the traction of the rear wheels helps to oppose the centrifugal force.

A. G. D. C.

POINTS ABOUT THE PAPER

IN opening the discussion when the Paper was read to the North-west Centre of the I.Mech.E. (Automobile Division), Mr. V. W. Pilkington, director of engineering, Leyland Motors Ltd., asked if the conclusions outlined could be taken as basic in respect to all tyres or were they limited to specific makes and types? It would help the chassis designer if he could be assured that the characteristics detailed were fundamental. The authors stated that in general the characteristics revealed by the stability machine, while following a well-defined pattern, must necessarily be subject to variations because tyres were largely hand-made. Fabric applications could differ and the nature of the rubber was dependent upon the ingredients and treatment of the mix. Given specific performance conditions and requirements, however, the tyre engineer could produce the most suitable response. It was here that the benefits of collaboration with the chassis designer would be appreciated.

Vehicles now being produced, said Mr. G. A. Norris (Manchester), were frequently less stable than their engine performance demanded, sometimes dangerously so, and he wondered if the Paper did not create too strong an impression that tyre development could provide most of the answers to the stability problem. He felt that the development of suspension and of spring dampers was of even greater importance and would be more productive of results.

Mr. F. W. Margetts (Leyland) said that he often followed fast cars just to observe the wheel attitudes on corners and he was occasionally appalled by the angles assumed by independently sprung front wheels. Did not these antics nullify many observations made under controlled stable conditions?

The replies were that chassis designers designed mechanisms to work in this way and no great harm resulted. It was another instance of the need for closer co-operation, however. The same applied to suspension systems and the authors had stressed in the Paper that ride and stability were not necessarily in step.

The object which the authors had in mind, said Mr. D. H. Smith (Sale, Cheshire), appeared to be that chassis designers should produce known characteristics so that tyre makers could produce correspondingly known tyre performance in collaboration. The ultimate result would be a completely standardized car performance plus a fully standardized tyre throughout the industry. Or if that was not the case then it would mean that each chassis would be tied to individually developed and specified tyres. Either state would be most disconcerting to the trade for it would end the present happy state wherein every tyre (according to its makers' announcements) was better than every other.

The authors pointed out that car designers had various ideas, some liked a little oversteer while others favoured a lot of understeer. Several high-performance cars today were rather restricted to certain makes and designs of tyre but it did not follow that other tyres were dangerous or useless when used on them. The real position was simply that the all-round handling was probably not quite so good as it would be with the specially developed specified type.

D. H. S.

Ferodo First

Ferodo Limited use race meetings such as Goodwood as the final and most ruthless test of their anti-fade brake linings. Be safer for longer by *asking* for Ferodo when your brakes need relining.

GOODWOOD INTERNATIONAL MEETING

RICHMOND TROPHY

1st K. WHARTON (B.R.M.)

86.40 m.p.h.

CHICHESTER CUP

1st K. WHARTON (B.R.M.)

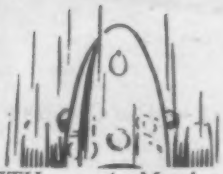
EARL OF MARCH TROPHY

1st L. LESTON (COOPER)

(Results subject to official confirmation)

FERODO

ANTI-FADE BRAKE LININGS



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WON ON

BP ENERGOL

B.A.R.C. GOODWOOD

INTERNATIONAL EASTER MEETING

RICHMOND RACE FOR THE GLOVER TROPHY

1st B.R.M. - Ken Wharton

CHICHESTER CUP

1st B.R.M. - Ken Wharton

Using BP Energol 30 and BP Fuel

(Subject to Official Confirmation).

If you really care for your car—always use BP ENERGOL—the SUPER oil

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY LIMITED, WHOSE SYMBOL IS THE BP SHIELD

NEWS and VIEWS

In Sun Valley, Idaho, the Studebaker Land Cruiser that proved to be the winner of the 1954 Mobilgas Economy Run crosses the finishing line. (See paragraph below.)

London Route Finding

COINCIDENTAL with the announcement of the new but belated attempt to rationalize London through routes, the Automobile Association has produced a new London route map. This is an improved edition of the extremely useful folding paper map which the A.A. has issued of the metropolitan area for a number of years and has been designed particularly to supplement the new signposting scheme. The map is free to A.A. members on application.

Petrol Price Reduction

A REDUCTION of ½d a gallon has been made in the price of Esso Mixture, the cheaper of the two premium grade fuels made by the Esso company. At the same time it is claimed that the petrol has been improved by the addition of N.S.O. (naphthenic solvent oil), which was introduced into Esso Extra last January.

A.30 Gear Ratio

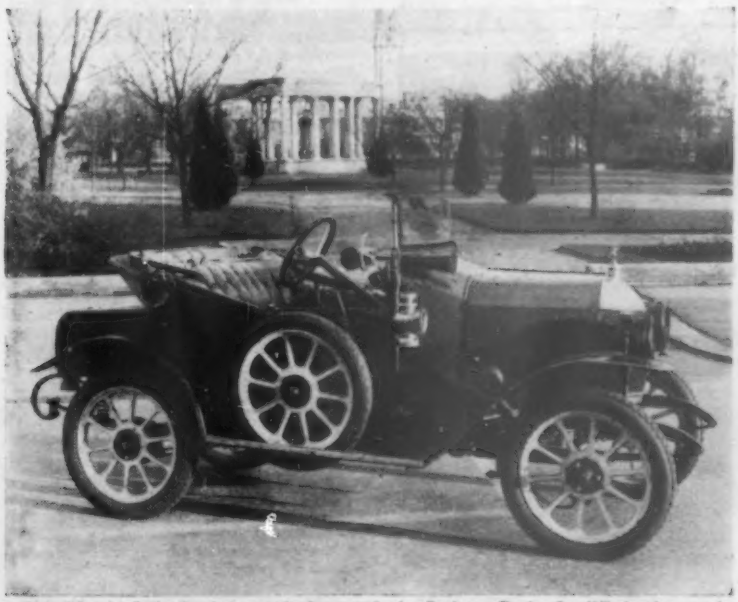
THE final drive ratio of the Austin A.30 has been changed to 4.875 to 1 and not 4.75 to 1, as was stated in *The Autocar* of April 9, the pinion and crown wheel having respectively 8 and 39 teeth.

Studebaker Wins Economy Run

STUDEBAKER cars won three of the seven classes—the only three in which they were entered—in the 1954 Mobilgas Economy Run, held, as usual, from Los Angeles, California, to Sun Valley, Idaho. The main award of the whole event, the Sweepstakes, was included in the Studebaker triumph, a V-eight Land Cruiser with standard transmission and an overdrive achieving 28.1 miles per U.S. gallon (33.7 miles per Imperial gallon) and 60.85 ton miles per U.S. gallon (73.02 per Imperial gallon).

The winning car was driven by Dick Griffith and the entry was sponsored by Paramount Motors, Inc., of San Francisco, California. The other class-winning Studebakers included a Champion Custom and another Land Cruiser with automatic transmission. The remaining classes went to a Hudson Jet-Liner, a Dodge Royal V-eight and a Lincoln Capri.

The course for this year's event, kept secret until the last moment, covered 1,335 miles and included 188 miles of city traffic, long stretches of open road, and 24 miles of blizzard conditions over the Donner Summit, where chains were required. A full report of the event will appear next week.



This Morris Oxford, photographed recently in Cathays Park, Cardiff, is the 22nd Morris car ever made. It has the number 122 (the first car was 101) and is the property of the City Motor Co. (Cardiff), Ltd. In the background are the city's war memorial and the tower of the city hall.

Speed Limit Removed

REMOVAL of the 30 m.p.h. speed limit from a section of the Bradford-Keighley road (A650) in Yorkshire has resulted from representations made by the A.A. and R.A.C.

So many drivers had been fined for exceeding the speed limit here that the A.A. and R.A.C. argued successfully that the road was obviously safe for speeds in excess of 30 m.p.h.

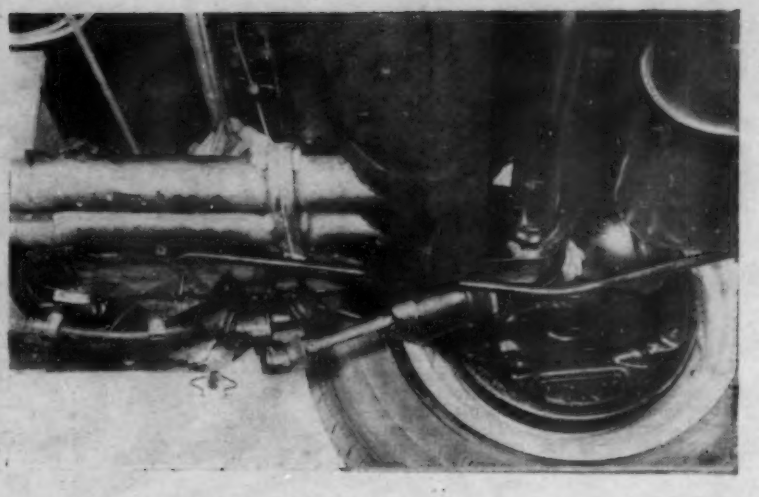
Jowett Javelin

IN *The Autocar* of April 16 a Jowett Javelin saloon, provided by the London firm of Naylor and Root, Ltd., for inclusion in the "Used Cars on the Road" series, was correctly described in the data table as being first registered in February, 1952. However, the heading to the description incorrectly described the car as a 1951 model.

A.A. Retirement

AFTER being secretary of the A.A. in Dublin since 1923, Mr. Charles H. Murphy is retiring. He is being succeeded by Mr. Raymond O'Donohue, who first joined the A.A. staff in 1939.

Right: Underside view of the suspension at the wheel. The piston chamber and gas sphere can be seen, also a conical rubber rebound stop to the left of the end of the piston rod. Above the stop can be seen the anti-roll bar linking the trailing arms.



Revolutionary Rear Suspension

Hydro-pneumatic System Devised by Citroen in France

AN entirely new type of suspension, using neither laminated nor coil springs, and having inherent spring damping, has been produced by Citroen and is already being offered in France on the six-cylinder saloon model. Although full facilities for an external examination and for practical road tests have been offered, Citroen engineers show considerable reserve as regards the technical features of this revolutionary hydro-pneumatic system of suspension.

It is applied to the rear only, the front suspension being by torsion bars lengthened and of greater flexibility than those on the standard model. The somewhat complicated installation can be divided into two parts: an oil pressure system under the bonnet, and the suspension unit proper at the rear. The independent rear wheels are mounted on trailing arms, these arms being linked by a transverse anti-roll bar. The suspension unit is a metal sphere divided into two parts by a diaphragm and containing a gas, the nature of which is not revealed. The weight of the car moves a piston which compresses the gas by means of a liquid similar to the fluid used for hydraulic brakes. "Compression" of this fluid takes place under the bonnet, a small seven-piston pump being belt driven from the camshaft and running at camshaft speed. The pump draws the fluid through a flexible pipe from a tank of about one gallon capacity mounted on the scuttle by the side of the brake fluid tank. The fluid is delivered to a container, or storage chamber, where constant pressure is maintained by a make-and-break mechanism. The degree of pressure maintained is not indicated. From the container the fluid is carried by piping to the piston compressing the gas contained in the wheel sphere.

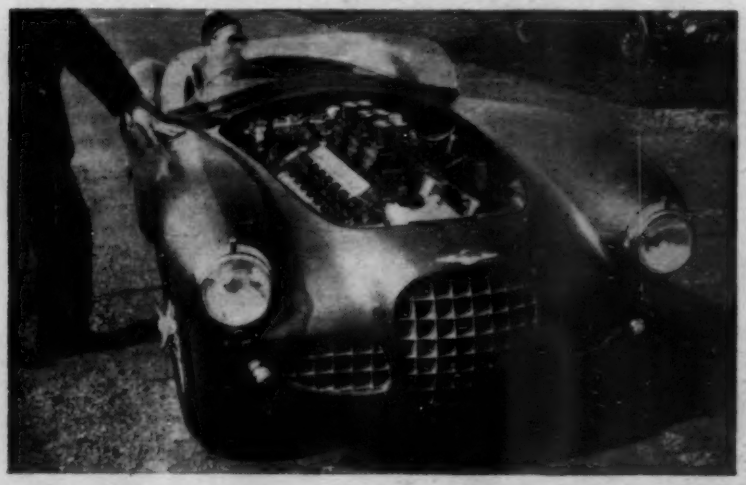
It might be thought that with the engine stopped pressure would drop and the rear of the car would settle. This is avoided by a cut-off which insulates the fluid container and the gas-filled sphere. If, however, all pressure should be lost, it will be built up again and maintained within 12 to 15 seconds of the engine being started.

The immense advance embodied in this type of suspension over anything yet produced was amply demonstrated by a test over roads comprising every type of surface—rough paving stones, smooth paving stones, good tarmacadam, a surface dug up by a scarifier, humps which could be taken at speed, a serpentine section with bad pot-holes, and a fast straight. Whatever the surface, the car kept on a perfectly level keel, and on no occasions were the passengers bounced off their seats or subjected to lateral displacement. The Citroen is remarkable for its road-holding ability, but this is still further enhanced by the new suspension. Two pronounced humps right across the road were taken at speed and had the car's occupants not been notified they would hardly have been aware of their presence. As a demonstration, a bottle of champagne was uncorked and three glasses were filled at between 45 and 50 miles an hour on a winding section, without a drop being spilled. The only difference that could be felt between smooth *pavé* and the scarified road surface was in the hum of the tyres on the former.

An auxiliary advantage of this hydro-pneumatic suspension system is that it can be used for raising the car for wheel changing. This can be done with the engine running or, rather less rapidly, by the fluid in the storage chamber.

In reply to objections raised against the system, such as leaks, the breakage of a fluid pipe, and so on, Citroen state that the worst which could happen would be the breakage of a fluid pipe, in which case (if a spare was not carried) the car could be driven home slowly. It is claimed that this system has been experimented with and thoroughly tested over a period of several years, and it is now being offered to the public with a trouble-free guarantee. It is already available as optional equipment at a cost of about £70. There is no intention of fitting this to the Fifteen, for the two-fold reason that space is not available for the extra equipment and the increased cost would not be justified on what—in France at any rate—is considered a "popular" car.

It should be noted that for this suspension Michelin X tyres—steel and rubber carcase—are recommended. The rear seats have been made softer by the use of sponge rubber and there is a layer of sponge rubber under the floor mat.



The new Lagonda for Le Mans. Here David Brown, head of the organization which controls Aston Martin and Lagonda, is sitting at the wheel of the 4½-litre Lagonda sports car, two examples of which are entered for the Le Mans 24-hour race in June. The engine is an entirely new V-twelve unit (bore 82.55 mm, stroke 69.85 mm) with twin o.h.c. on each bank of cylinders; carburation is by three four-choke Weber carburettors. The chassis is a development of that of the famous Aston Martin DB3S This car will make its debut in the sports car race at the Silverstone meeting on May 15, in the hands of Reg Parnell.

INTERNATIONAL MEETING – EASTER MONDAY

RICHMOND TROPHY

1st	K. WHARTON	B.R.M.
2nd	K. McALPINE	CONNAUGHT
3rd	L. MARR	CONNAUGHT

LAVANT CUP

2nd	R. SALVADORI	MASERATI
3rd	K. McALPINE	CONNAUGHT

CHICHESTER CUP

1st	K. WHARTON	B.R.M.
2nd	R. SALVADORI	MASERATI

EARL OF MARCH TROPHY

1st	L. LESTON	COOPER
2nd	R. G. BICKNELL	REVIS
3rd	D. PARKER	KIEFT

AND FIRST IN ALL EASTER HANDICAPS

(Subject to Official Confirmation)

1st

DUNLOP

Different from any standard battery you could buy before Porvic solved the problem of separator wear!

This battery is different

☆ The separators, which formerly limited battery life by slowly wearing out and finally 'killing' the plates, are now made of *Porvic*—the microporous plastic that *does not wear* in battery service.

☆ The special long-life Exide plates, freed from dependence on separator life, can now show their full lasting capabilities.

☆ The tough, shock-resistant container, designed to outlast even the long-life plates it holds, is built of *hard rubber*.

at no extra cost

From your garage

Silver Exide

A PRODUCT OF CHLORIDE BATTERIES LIMITED

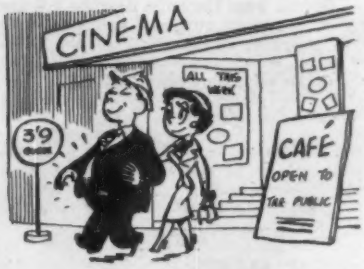
SLL141E

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Steak and Chips

LET it be put on record that in Warrington there is a cinema restaurant at which good, old-fashioned British hospitality is at its highest. We arrived in that northern town on a recent Thursday night about 7 p.m., hungry and rather dirty after a day of following motor sport in the Cotswolds area and with another 100 miles to go before bed. In such circumstances one looks for the homely type of restaurant where no offence will be given if the shoes are grimy, the clothing is disarrayed. We found it. Before the menu was put in front of us the waitress said, "You'll be needing a nice pot of



Heart-warming.

tea." Bless her heart, we were. Then we dithered between a mixed grill and a steak. "If I were you," she advised, "I would have the steak. The mixed grill has a chop with it that is a bit fat, and unless you like a lot of fat you might be disappointed." But Mrs. Scribe raised an objection. "The mixed grill has mushrooms with it." "Bless you, my dear," was the answer. "You have steak and mushrooms as well; and chips. I'm sure you'll like it."

We relaxed, praised Warrington to the skies, and enjoyed a splendid meal (it cost 13s all told, I think). As we went out the manager gave us change. "You enjoyed the steak?" We assured him that we had. "Ah," he said, as if really relieved, "I thought you would. We had it ourselves earlier in the evening and found it excellent."

Now that is recorded in detail because such kindliness and solicitude are rare, heart-warming, and always to be applauded. Later experiences at a northern seaside resort confirmed my opinion that Lancashire and Yorkshire are pre-eminent counties in this respect.

✦ ✦ ✦

Night Ride

ON such a night as Cavaradossi sang about it seemed a good idea to go driving after dinner, and we therefore left the house about half-past nine and headed west. I had been lent that admirable car, the Rover 90, and wished to get the feel of it for fast motoring, so we joined the Bath Road at Reading and journeyed to Newbury at sixty plus. The Bath Road is a very good road for fast night driving, and the section between Reading and Newbury is also very good for judging a car in fast bends; for some reason the cat's eyes along this road are particularly brilliant, and the driver who finds himself in trouble on these bends has only himself (or the car) to blame. But the traffic was heavy, and I was able to get a less than perfect impression of the car's behaviour. Accordingly we left the main road and took to the lanes, thus indulging an outstanding characteristic of this beautiful car—its ability to go slow gracefully. In almost complete silence the 90 pursued an indirect path back towards the east, and I watched the sharp streak of the head lamps pick up the spring hedgerows—a little wistfully, for the Rover has superior head lamps that I covet. Eventually — at almost midnight — we reached home again, and by this time the moon was a slim sickle, crazily tipping the water from its lap on the western horizon. An agreeable evening.

✦ ✦ ✦

Perfection ?

IN one respect I think the Rover is perfect, and that is in the operation of its controls. Clutch, brake and throttle pedals offer just about the right resistance, the throttle itself being delightful. I am sure that no Rover owner has ever had to suffer that mortifying experience to the would-be smooth driver, a throttle that opens in jerks.

The panel switches are plainly lettered; they operate with satisfying clicks whether they are rheostats or not, and the instrument lighting is controllable from brightness to extinction. The steering wheel is good, if a little thick for my liking, and the steering itself shares with the rest of the controls the ready response to pressure; caster action is considerable.

The gear change is ingenious, vastly preferable to any steering column linkage, but not quite as good, to my way of thinking, as the linkage provided on older models. As I had not used a freewheel for at least five years I locked it out of action because the conditions were not right for getting familiar with it again, but I recalled that I had found it a desirable feature. There is an all-round excellence about this car that makes one realize why Rover has become such a name to reckon with in motoring. At the top of the firm is an ability to concentrate on the things that really matter which amounts to genius.

Limits

THE limits creep up as the authorities talk—and wring their hands over the non-observance of the 30 m.p.h. sign. Can they wonder at it? I took a route the other night along a single-figure A road and compared notes with what I remembered twenty years ago. In that period this road has deteriorated from a fast trunk road which narrowed through an occasional village to a semi-suburban street along which the traffic must crawl day and night. The street lamps which should have assisted the traffic flow have merely restricted it by permitting local authorities to impose the speed limit.

✦ ✦ ✦

Tests

"WHAT is the value of brake tests?" asks a correspondent, and quotes a certificate of 94 per cent efficiency issued to him during a recent service week. Not mentioned on the certificate, he remarks ironically, was the fact that the right-hand front brake has a habit of grabbing, with the result that the car is liable to slew to the right. His friend's certificate read 96 per cent, and they were both told that the figures were outstanding. What was not told to his friend was that the new linings which his garage fitted the next day were necessary, although the owner knew full well that they were.

My correspondent is, perhaps, being

Efficiency.

a little hard on the imperfect science of brake testing, for it is not easy to devise a test rig that can measure the efficiency of more than one aspect of braking at a time. But equally he is right in calling attention to the possibilities of misleading drivers who do not know much about the vehicle they are driving. Personally I deplore the current taste for snippet information, while applauding the march of true learning. The trouble is that the public is too lazy to follow the real thing, while its limited intelligence is flattered by the popular snippet technique, which cunningly suggests that all of us are Einsteins.

LAND'S END for

FINE WEATHER FAILS TO REMOVE STING

One of the small Renaults (J. S. Rogers) made a valiant attack on the loose stone and steep gradient of Beggars' Roost, but failed just at the top.

THERE is no doubt that this year's Land's End, the thirty-fourth in the series, was one of the best ever. The unusually long spell of fine, warm weather—ideal from the participants' point of view for a competitive tour of the West Country in spring—together with the lateness of Easter this year, had made the organizers fear that a great deal of the sting would be removed from many of the hills. This, however, was not so; Hustyn, near Wadebridge, which manages to be wet even in a drought, caused enough failures to make those who did succeed in getting through unpenalized feel that their success had been hard won.

On Good Friday night, by the light of a nearly full moon in a cloudless sky, competitors gathered at the three starting points—Virginia Water (near London), Launceston and Kenilworth. The London start was the most popular, 64 of the 143 cars starting from this point. Somehow the start of Land's End events has an atmosphere of its own. The long-standing nature of the event itself, the fact that several of the drivers have been competing for very many years, the wide variety of the types and ages of the cars themselves, and the prospect of the night run, all combine to give an extraordinarily pleasant character to the scene.

The night run to Taunton was delightful, the countryside being bathed in moonlight. It was possible to drive in open country by side lamps alone, the road winding away ahead, white under the moon, with an occasional glow from the lamps of one of the westbound procession. At Chicklade, a time check 78 miles west of the London start, the absence of an arrival check gave rise to slight confusion, the times on the route cards being of departure. Thus, many crews were seen queueing outside the control, wasting the time they might have been spending in the control, drinking tea. A further 45 miles of A303 and A358 brought the car contingent to Taunton just before the first signs of daylight—the motor cyclists, who had left the three starting points from 7 p.m. onwards, were mostly well on their way west.

Breakfast was provided at Deller's Café—the scene of so many early morning Land's End breakfasts—and the time schedule allowed for a halt of almost 1½ hours. After this the trial proper began and, by the early light of dawn, the first cars moved out of the car park. One of the joys of the Land's End is to leave London in darkness and, when daylight returns, to see the spring-clad countryside for the first time. The lanes of north Somerset were looking splendid in the Easter sunshine, vivid coloured and primrose clad. The woods had the spring appearance of half-transparency when the trees are in bud, before the leaves are full and the transparency goes. Twelve miles of lanes brought Crowcombe, the first observed hill and a newcomer to the Land's End. It was but a curtain-raiser and a confidence-giver, being a steep, metalled road with a stop-and-restart.

Stoney Street, which followed after a further 27 miles, was slightly more difficult. A sharp turn round the old granite church in Luccombe village soon degenerated into a dusty lane which seemed to climb and climb before there was any sign of activity. The observed part of the hill started with a stop-and-restart on a stony stretch, followed almost at once by sharp and steep right- and left-handed corners. Large stones and mud made these corners tricky, though there were few failures.

By this stage the lanes near the villages were lined with groups of spectators—the enthusiasm for the event in the West Country seems never to grow less. Though the local people who turn out to watch have very little interest in the cars themselves, for them there still seems romance in travel and the sight of muddy and dusty cars which have journeyed from distant parts of the country. Station Lane in Lynmouth, 14 miles on, included a stop-and-restart on a very steep section of the metalled road.

Though the great majority of cars managed to move off, there was a considerable variation in the time they took to do so. R. J. Harris' 4½-litre Allard, having shed the passenger, churned away in 1⅝s; E. H. Dennis' 1½-litre H.R.G., however, moved off in only 1⅜s. D. J. Parsons' T.T. Replica Frazer-Nash, despite its high bottom gear, moved off smartly and easily in 1⅝s.

So on to Beggars' Roost—the "Roost" with its evil reputation for varying from year to year according to the enthusiasm of the local stone importers, but for being a "stopper" at all times. Because of the dry weather, however, it was probably as easy this year is it ever has been. The layer of stones was no less deep but the earth below was dry. The first car to arrive, E. D. Scobey's red, supercharged Dellow, sailed up without any trouble

Lord Northesk's Jaguar had the power for the Roost.

EASTER

FROM M.C.C. CLASSIC TRIAL

amid a shower of flying stones and applause from the big crowds. The next five cars came up with equal contempt, G. S. Edwards in another Dellow changing up into second halfway up. J. A. H. Hughes' Ford Popular had the distinction of being the first failure, largely through lack of momentum. A diversion was caused by some irresponsible small boys who, with no idea of the cost of replacement crankcases, built a tower of rocks in the middle of the track. W. Ivey-Mollard swept his Riley Imp close to the bank to avoid the obstruction and lost momentum, only just succeeding in topping the hill as a result. The climb is bad enough for standard cars without the

A little bouncing helps J. Featherstone's M.G. to get away on Bluehills' second section. The crowd was enormous.

Mrs. H. Parsons (Dellow) was one of many who found themselves using the outside of the Bluehills hairpin as banking.

addition of artificial hazards and it was felt that marshals might be primed in future years of the risk of this stupidity.

With Beggars' Roost behind them—successfully climbed by the majority—crews set off confidently for Darracott, 57 miles on. This hill, too, can be difficult in wet weather. Apart from the last hairpin, however, it was dry and dusty, though the surface on the right-hand hairpin was badly broken up. Large crowds were here, too, picnicking in the sunshine. J. S. Rogers' little Renault, with its good trials weight distribution, went up easily, as did W. A. G. Goodall's Triumph TR2-engined Morgan, expertly handled and with ample power in hand. As one of the first examples of this version in competitions, the car was a source of interest. One after another the cars came up, well ahead of schedule, often with two cars on the hill at the same time. A. G. Norgard's H.R.G., with young passenger bouncing, climbed easily

As the cars slipped into Bude control for a lunch (or tea) interval, there was a picnic mood about the entry, with very few feeling the need for a minor overhaul, and radios playing. (But "Two Lovely Black Eyes" emanating from a car with costly special head lamps was surely tempting Providence.) The same mood accompanied the run along the fine coast road to Crackington, with a steep valley dip into a water-splash, and a steep climb. Crackington can be quite an awkward hill. Lying in a lush and fertile valley, bursting with primroses, lambs, green grass and pink faces, it is approached by the water-splash, which can make the start which comes afterwards tricky, and some competitors were not careful in selecting good standing within the latitude permitted by the line and yellow flag.

The earlier cars—the Launceston starters—were predominantly sports cars and had little difficulty. Bad patches on a firm but greasy hill (worst near the top) were stormed over by the Dellows, taking good advantage of their quick take-off powers. W. Ivey-Mollard made a very judicious slow climb with a Riley Imp, slewing and spinning, but always gunning at just the right moments. With no corner, the long "chain gang" Frazer-Nashes were as good as the modern cars. Two TF M.G.s (W. B. Hercock and K. M. Law) demonstrated that this model, with its greater power, fatter tyres and less scraping stern, is far better at M.C.C. hills than the TD and TC. Interesting cars were some West Country specials which are much more the smart little road car, although short, and much less the spidery, biscuit-tin freak.

New Mill was also in a good mood, and its trying top hairpin, with the rock wall which has blacked so many eyes in the past, was not too serious. But the impetuous Mrs. Tucker-Peake driving the Scarlet Runner, while H. W. Tucker-Peake took round his pretty M.G. special with Grand Prix nose, bonked merrily into this wall. Springs, with a little artifice to help them, had damped these two bends and there are little rock ledges. Immediately after the T-Ps, Lord Northesk brought round his XK120 Jaguar in style, the twin boom exhausts growling along the surface of the stones. But there were few large cars; the event, it is realized, does not suit them. Here again, the Dellows were impressive, riding smoothly and going fast—in one of them J. P. Pellowe delighted the crowd with a demonstration of Grand Prix elbow-work.

Hustyn put a stop to the picnic mood. This rather muddy hill near Wadebridge, among sombre National pine forests, had exactly the degree of dampness (said local opinion) which makes it at its worst. The surface had lubricating qualities, and it was extremely difficult to bite through to the solid surface which always underlies an M.C.C. hill, so that, although the entry this year was a most able one—predominantly sports cars—and the saloons were

Slewing and struggling, E. W. James (Morgan) is in difficulty with muddy Hustyn.

LAND'S END for EASTER ...continued

A Ford Zephyr (R. D. Renwick) follows the stony rut on Darracott.

nearly all of the abler breeds, something like half were stopped here. So formidable a contestant as the Morgan Plus Four, driven by Peter Morgan himself, was stuck, and some competitors had to wait as much as 2½ hours in the queue before the section. But here, as everywhere, certain veteran sports cars (without which a Land's End would be incomplete) bit heavily through the grease and wound themselves up; V. J. Haward and the Bayliss-Thomas, for instance, and after him A. L. S. Denyer's Lea-Francis Hyper 1½-litre. The bend on this hill is not really an awkward one, but with the surface in the bad condition that it was, it took a lot of climbing.

The route on from there took in some quite good main roads, and most drivers somewhat speeded up a hitherto leisurely progress, to make up a little time lost. The late date of Easter this year brought the daylight-saving hour to the aid of competitors, and the whole field might have been up Bluehills before dark had it not been for the hold-up at Hustyn. Time and again officials at the hill ran out of competitors and scanned the skyline for more.

As one comes over the crest of a hill, the whole valley, wild and scarred by deserted mines, comes to view, and up the other side can be seen the rocky cliff-edge track climbing to the skyline. It looks disconcerting. The first section is a very steep hairpin indeed. To the little rear-engined Renaults, the Austin A30s (excellent on this hill, with both power and grip), and the older kind of small Ford and Popular, this hairpin looked like plain motoring: but it was chancey for longer cars. W. A. G. Goodall's demonstration of powered rear wheel steering with his Plus Four Morgan was pretty, but his running companion went wide. It was very difficult to make the old "chain gang" Frazer-Nashes skid, and their natural circle is a stately one, so that F. P. Barker's climbed the bank on the outside. L. W. Morris had a most spirited skirmish at this bend with a Dellow, which delighted the crowd. A larger vehicle that was most impressive was the Standard Vanguard estate car of W. A. Halstead, with ample power, plenty of grip and weight at the rear and a good wheel lock.

As darkness fell, it was noticeable how deficient in lighting the tail-enders were. Such sections, in the darkness, need a deep wide flood of dispersed light close to the car, not head lamps and spot lights, and there were natural mistakes.

The long climb up the rocky track along the cliff edge looks quite alarming by day, and rather terrifying by night. But it was dusty-dry, firm, not too steep, and the loose stone was not troublesome. Clean climbs were the general rule, though one or two stopped because, like D. Underwood's blown Aero Minx, their engines seemed a little tired at that stage of the trial. Every now and then a rock of junior boulder size was disinterred by a car and had to be cleared by officials. A. R. Blick, in a sprightly old Morris Minor, probably never knew how lucky he was to turn up a monster with a rear and not a front wheel! There were a lot of rattling and banging on this section, loose exhausts, buckshee tinware from tails, and even chassis raising sparks. With its deflated tyres and presumably ballasted tail, the Northesk Jaguar climbed on its twin exhausts like a motorized toboggan, and A. H. Baker's Land-Rover, with scanty bodywork and traditionally loose load of this and that, was dramatically uproarious. A noisy hill, in fact.

It was around 10 p.m., owing to the Hustyn hold-up, when this last hazard was left by the last cars for the final stages of a wiggly M.C.C. route to Land's End, taking in such scenic delights as the cliff road by the dark chasm of Hell's Mouth in fitful moonlight. It was a fine sporting event this year, and great fun.

As competitors handed in their numbers and signed off at the finish 44 felt they had qualified for premier awards; 31 claimed second-class and 24 claimed third-class awards. Ten did not feel entitled to any claims and 12 had failed to start.

Evasive action by G. E. Spears' old Ten-engined Ford Eight on Darracott.

TRENGWAINTON

THERE is something to be said for the smaller events where everybody knows everybody else and the majority of the drivers are not great names but local or near-local people. The West Cornwall Club's hill-climb meetings at Trengwainton are typical of this family atmosphere.

Last Monday's meeting was held in brilliant sunshine and the twisting hill, running up through fir trees on Lt. Col. Sir Edward Bolitho's estate, was packed with crowds in summer clothes. The entry included many cars still mud-stained from the M.C.C. Land's End Trial, and the meeting started at 2 p.m. Cars were divided into classes—for sports cars only—and two runs each were allowed; a further two runs were allowed for the open championship event. In previous years the mud from the paddock at the foot of the hill has been carried to the starting line, slowing the initial getaway of the cars. This year, however, there was no mud and the record was broken by W. A. Cleave in his Morris Special and, again, by T. Kyffin's Cooper-Bristol, driven by D. Watts.

The meeting ran without any mishap and there were some spirited climbs. G. Scali's very much filleted Allard, with little weight and vast power, slewed from bank to bank to win the over 2,000 c.c. class, and K. D. Evans' little Morris Special sped up with great *joie de vivre*. Cleave's blue Morris Special, known in club events from the mud plugging trial to the racing circuit, was beautifully driven. Triumph TR2s, driven by R. B. James and P. J. Claig, occasioned great interest from the crowds; both climbed in under 28s.

The event was efficiently run, without any tiresome hold-ups, and finished soon after 6 p.m.

(Provisional results on page 582)

Retaining the typical Sunbeam-Talbot lines, the Alpine two-seater is a very good-looking car. Both front and rear wheels are exposed by semi-circular wheel arches and the steel disc wheels are perforated.

The hood completely disappears and a clean appearance is obtained by the rear body panels extending forward to the back of the seats. The detachable side screens are robust and provided with two-piece sliding plastic windows, the rear portions of which can be operated from either inside or outside, a necessary feature as there are no external door handles.

The Autocar ROAD TESTS

No. 1529:

SUNBEAM ALPINE TWO-SEATER

ENTRY by the Routes Group into the more specifically sports car market than is represented by the Sunbeam-Talbot, with the introduction of the Sunbeam Alpine in March, 1953, caused considerable interest. This reaction was strengthened by the fact that the Sunbeam-Talbot saloons have been particularly successful in competition work in events such as the Alpine Rally. Shortly after the introduction of the Alpine model a specially tuned version of this model attained a speed of just over 120 m.p.h. at Jabbeke.

Based on the same chassis as the four-seater car, the Sunbeam Alpine, with two-seater open-closed bodywork, whilst being a car of sporting character, has interior fittings up to a standard generally associated with drop-head coupés. This degree of refinement does, of course, increase the weight of the car compared with that of a more stark vehicle; on the other hand the car, as a result, has an appeal to the type of driver who requires a vehicle of sporting character yet does not wish to forsake a large number of the modern conveniences found on the present-day saloon, and who appreciates the performance obtainable in a car of this class.

Briefly, then, the Alpine is not an out-and-out sports car, but rather a sports roadster. It has a mean maximum speed of 95 m.p.h., a lively acceleration in the lower speed range, and a useful fuel consumption of around 24 m.p.g. even when driven fairly fast. It can cruise very comfortably at around the speedometer 80 m.p.h. mark, which is equivalent to over a genuine 75 m.p.h. on the car tested, with a useful degree of performance in hand. The more moderate aspects of the performance can best be appreciated when it is realized that the Alpine is a car which covers long distances in a quick overall journey time without the need for particularly high speed driving; it attains its cruising speed quickly, a feature which is of much more

From the front the car is similar in appearance to the Sunbeam-Talbot saloon or coupé. A neat air intake is placed on each side of the small traditional style of radiator grille. A hole in the front bumper for the starting handle is concealed by a plated cover.

ROAD TEST . . . .

. . . . . continued

Here the Alpine is seen with a neat cockpit cover—an optional extra—in position. This has a central zip-fastener so that half of the cockpit can be enclosed if the car is driven solo.

practical moment than the ultimate maximum or an extra one or two m.p.h. at the top end that might be produced by variations in gear ratio at the expense of the acceleration in the lower speed range. With the axle ratio as tested several miles of straight, level road are required before the ultimate speed is reached.

The power unit is a conventional 2¼-litre overhead valve four-cylinder with single carburettor, developing some 80 b.h.p. For normal driving it is both smooth and lively, although, in spite of its moderate compression ratio by sports car standards, a slight amount of pinking was noticed even on the more expensive brands of first grade fuel, with the hand ignition control that is provided on the facia set in the position for optimum performance.

The upholstery is in leather ; a central cover over the base of the hand-brake lever forms an armrest between the two seats. There is a passenger grab handle below the facia locker, and in the left side of the scuttle is a locker containing small tools.

The transmission again is conventional, with a four-speed and reverse gear box and a dry single-plate clutch. Slight difficulty in engaging first gear was occasionally experienced, but in general respects these two units function very well indeed, and besides providing a smooth take up for normal driving the clutch was also well able to cope with fast gear changing and the stresses imposed during the standing start acceleration tests. A steering column gear lever is used, the lever extending several inches beyond the rim of the steering wheel. It is quite positive in action and has a satisfactory movement from gear to gear, although it would be even better if the neutral position were a little more defined. The synchromesh is effective and is not easily beaten even if fast gear changes are made.

The Alpine gives its occupants a comfortable ride over all normal types of road surface. The front suspension is somewhat stiffer than that of the Sunbeam-Talbot saloon, but even with the tyre pressures set at 30 lb all round—recommended for fast driving—the car is by no means harsh and sits down on the road very well. For normal motoring, with the tyres at 24 lb per sq in, the ride is, of course, a little softer at the expense of a little extra steering effort. Some damper fade was experienced after high speed driving over some of the rougher types of Continental road. There is very little roll on corners; there is about the right amount of understeer, and this characteristic does not change to any marked degree with variation in loading, which is much less, of course, than that possible with a car holding four or five passengers. The steering is accurate, quite light and enables the car to be controlled within fine limits. Very little road shock is transmitted back to the driver's hands; on the other hand there is no impression of the car's being steered through "rubber rods." The steering has just about the right number of turns from lock to lock for a car of this type, but there are occasions when it is wished that the turning circle were a little smaller.

No Brake Fade

Perhaps as a result of experience gained in Alpine competition work with Sunbeam-Talbot saloons, the Sunbeam Alpine has very good brakes. There was no noticeable increase in the free pedal travel after a considerable mileage, nor was there any sign of fade under the very severe conditions of performance testing, which require brake applications at frequent intervals and give the drums very little time to cool off. There was no loss of balance and the car could be relied upon to pull up in a straight line without the need for correction. A lever type hand brake mounted between the seats is also effective and it is placed in a very accessible position.

If the car is driven fast with the full weather equipment in position the general noise level is higher than would be expected; this is produced not so much by the engine and mechanical components as by wind noise. By contrast, cruising at around 30-40 m.p.h. the car is quite quiet. There is no body boom and very little body noise arises,

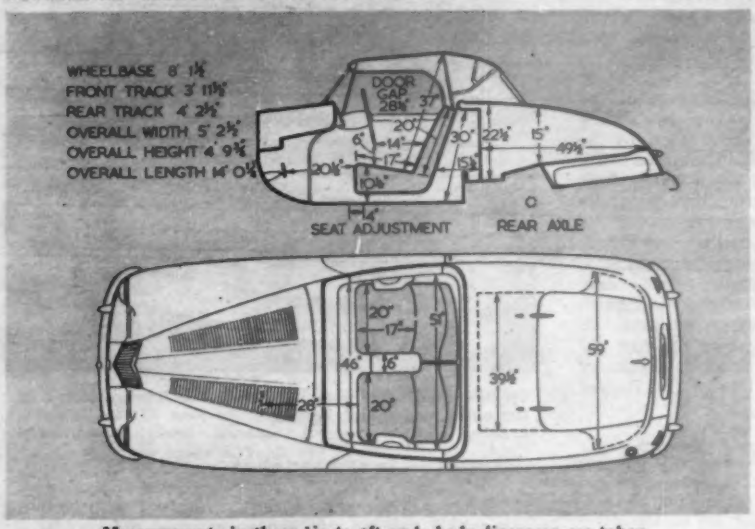
from road-excited causes. The car generally is free from vibration, although at speeds around 85 m.p.h., with the tyres at the high pressure, some transverse vibration of the scuttle and windscreen was noticed on some roads with a rough surface; this was not apparent below that speed range. On fast motor roads such as the Jabbeke road in Belgium, where the maximum speeds tests were performed, the car was very steady at top speed.

The layout of the pedals, steering wheel and driving seat results in a very comfortable driving position. Adjustment for leg length is provided for both seats, while a further screwed adjustment enables the rake of the driving seat cushion and back rest to be varied. All the pedals are well placed and comfortable to operate, the throttle pedal being of the organ type. A foot rest of similar proportions to those of the throttle pedal is placed to the left of the clutch and provides a comfortable support for the driver's left foot, though it would be improved by being a little narrower, as on the car tested it was necessary to depress the clutch pedal to a position past the level of the left foot rest in order to ensure a clean engagement of first gear, and there was a tendency for the left side of a fairly large shoe to catch against the foot rest.

With the hood down the all-round visibility is, of course, very good and with the car enclosed the forward and sideways vision is also free from obstruction, as the windscreen pillars are very thin. The rear window permits a satisfactory mirror view, although if the window were larger it would help to reduce the blind spots produced by the rear quarters of the hood.

The instruments are neatly grouped in front of the steering wheel in a position where they can be easily seen through the T-spoked steering wheel. The speedometer, which is calibrated in both miles and kilometres, is placed

SUNBEAM ALPINE TWO-SEATER



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	3.9 to 1	5.19 to 1	8.54 to 1	11.04 to 1
10—30	11.2	8.1	5.2	4.6
20—40	10.5	7.7	5.8	—
30—50	10.5	8.2	—	—
40—60	11.5	10.0	—	—
50—70	14.3	13.0	—	—
60—80	20.8	—	—	—

From rest through gears to:

M.P.H.	sec.
30	5.5
50	12.9
60	18.9
70	26.7
80	42.0

Standing quarter mile, 21.1 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	95.00	152.9
	(best)	96.00	154.5
3rd		60—75	97—121
2nd		38—46	61—74
1st		24—36	39—58

TRACTIVE RESISTANCE: 25lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	218	1 in 10.2
Third	300	1 in 7.4
Second	440	1 in 5.0

BRAKES:

Efficiency	Pedal Pressure (lb)
85 per cent	95
60 per cent	60
40 per cent	33

FUEL CONSUMPTION:
24.6 m.p.g. overall for 406 miles (11.5 litres per 100 km.)
Approximate normal range 18-26 m.p.g (15.7—10.9 litres per 100 km.)
Fuel, First grade.

WEATHER: Fine, dry surface; very slight wind.
Air temperature 51 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of March 20, 1953.

SPEEDOMETER CORRECTION:

M.P.H.										
Car speedometer	10	20	30	40	50	60	70	80	90	100
True speed	6	16	26	35	45	55	65.5	76	86	96

DATA

PRICE (basic), with open two-seater body, £895.
British purchase tax, £374 0s 10d.
Total (in Great Britain), £1,269 0s 10d.
Extras: Radio £36 2s 4d.
Heater £18.
Cockpit cover £9 10s 0d.

ENGINE: Capacity: 2,267 c.c. (138.2 cu in).
Number of cylinders: 4
Bore and stroke: 81 × 110 mm (3.187 × 4.33in).
Valve gear: Overhead; push rods.
Compression ratio: 7.42 to 1.
B.H.P.: 80 at 4,200 r.p.m. (B.H.P. per ton laden 53.4).
Torque: 124 lb ft at 1,800 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 20.1.

WEIGHT: (with 5 gals fuel), 26¼ cwt (2,968lb).
Weight distribution (per cent): F, 52; R, 48.
Laden as tested: 30 cwt (3,368lb).
Lb per c c (laden): 1.49.

BRAKES: Type: F, Two-leading shoe. R, Leading and trailing.
Method of operation: F, Hydraulic; R, Hydraulic.
Drum dimensions: F, 10in diameter; 2¼in. wide. R, 10in diameter; 2¼in wide.
Lining area: F, 86 sq in. R, 86 sq in (114.5 sq in per ton laden).

TYRES: 5.50—16in.
Pressures (lb per sq in): F, 24; R, 24 (normal). F, 30; R, 30 (for fast driving).

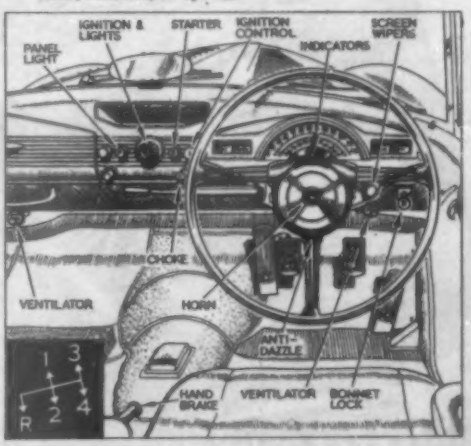
TANK CAPACITY: 10 Imperial gallons.
Oil sump, 10½ pints.
Cooling system, 20 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 36ft 6in (L and R).
Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase: 8ft 1½in.
Track: F, 3ft 11⅝in; R, 4ft 2½in.
Length (overall): 14ft 0½in.
Height: 4ft 9¾in.
Width: 5ft 2½in.
Ground clearance: 6¾in.
Frontal area: 17.5 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampère-hour battery.
Head lights: Double dip; 60-36 watt bulbs.

SUSPENSION: Front, Independent; wishbones and coil springs. Anti-roll bar. Rear, Half-elliptic springs.



ROAD TEST . . . . . continued

centrally over the steering column and has both trip and total mileage recorders. Fuel and water gauges are mounted to the left of the speedometer, and an ammeter and oil pressure gauge are on the right. The fuel gauge is also calibrated in imperial and metric measures. All the instruments are effectively illuminated and do not cause annoying reflections in the windscreen at night.

The twin screenwipers cover a wide area; they are powerful and fast enough to cope with very heavy rain. They would be even better if the blades were a little longer and thus wiped more of the area towards the top of the screen. The wide doors, hinged at the front, permit easy access and there is a satisfactory degree of headroom when the car is closed. The front of the hood is attached to the screen by means of dowels and screwed fittings at each side as well as a central clip. It is easily erected and dismantled and when not in use can be stowed away behind the seats. Provision is made for housing the sidescreens in this space as well. Before the hood is stowed it is necessary to tilt the seats forward; they are held in this position by small struts attached to the base of the seat frames. The sidescreens have two-piece sliding windows supported in a frame which is attached to the doors by means of two thumb screws; compared with normal sidescreens this system permits a much wider range of ventilation control. The weather protection generally is effective, although some rain did enter the car at the top of the screen when it was driven through a heavy storm.

The car tested was fitted with a heating and ventilating system which is very effective, resulting in a very snug interior, while the addition of two fresh-air ventilators ensures an adequate supply of cool air when required. In hot weather, ventilation can be increased by opening the rear window, which is attached to the hood by means of zip fasteners. Louvres are cut in the top of the bonnet and for normal operation these are masked with blanking plates which can be removed to increase the cooling for the engine compartment, while if the rear plates only are removed air at underbonnet temperature will be conducted to the windscreen—a feature that assists de-frosting.

Spring-loaded struts keep the lid of the luggage locker in the open position for loading. The floor of the locker is covered with rubber. A separate lower compartment contains the spare wheel.

The air cleaner for the single downdraught carburettor is connected by a flexible hose which runs across the engine just in front of the ignition distributor. The battery is mounted behind the engine in the centre of the scuttle, and part of the radio unit and the windscreen wiper motor are on the left of the car. The air intake duct and part of the heater unit are seen behind the carburettor. The radiator filler cap, the engine oil filler (placed high on the valve gear cover and having a quick-action cap) and the brake fluid reservoir tank—on the right of the car—are all accessible.

Apart from the main luggage locker there is a lockable glove box in the passenger side of the facia and if a radio is not fitted there is an additional small compartment in the centre of the facia above the switches. Pockets are provided in both doors and there is a low-level central ash-tray on top of the transmission housing. The fuel tank has a sufficiently large capacity to give the car a useful cruising range and it can be filled quickly.

Lighting Comments

The head lamps are dipped by means of a lever on the hub of the steering wheel. Opinion differs on the respective merits of hand- and foot-operated dip switches. Although on the Sunbeam the hand switch—a now somewhat rare arrangement—is satisfactory for occasional use, if a foot-operated switch were provided—possibly incorporated in the driver's left foot rest—the fact remains that it would not be necessary to move a hand from the steering wheel in order to dip the lights. The main beam has a satisfactory range, but, by contrast, the double-dipped lights are barely adequate for the high-speed cruising possible with a car of this type. The horns are operated by a central button.

The Alpine starts well from cold and the manually operated mixture control can be moved to the normal running position very quickly after the engine has been started. A starting handle is provided and there are four jacking points, two underneath each bumper. The steering and front suspension have 23 lubrication points, 11 of which require attention at intervals of 1,000 miles.

Continuity of Effort

CONTINUITY of effort in the search for an ideal has always been the guiding principle of Rover designers. Alert to apply the latest scientific discoveries, they have succeeded in producing cars which are a pleasure to look at, a delight to drive and offer a high resale value after long and trouble-free service.

For 1954 three models are presented—the "Sixty" (4-cyl. 2-litre), the already famous "Seventy-Five", and the "Ninety" (6-cyl. 2¼-litre). Progress in design is exemplified by a number of improvements common to all three cars, including synchromesh on second, third and top gears, and a new central gear change. Rubber bushes and sealed bearings virtually eliminate grease-gun service.

Here is the secret of Rover's wonderful performance and economy. This Rover patented F-type cylinder head not only gives unusually good pulling power at low speeds, but also permits a high compression ratio to be used, which in turn yields increased power with remarkable economy in petrol consumption.

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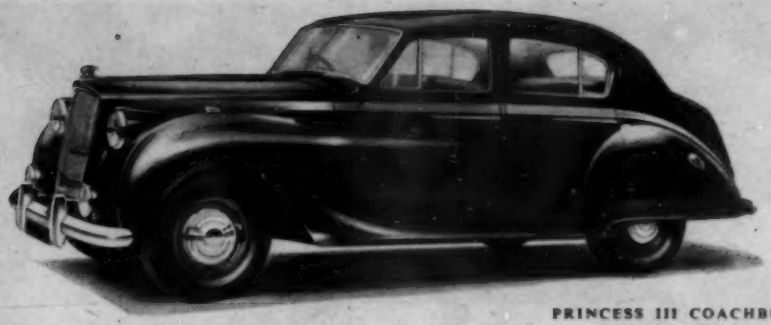
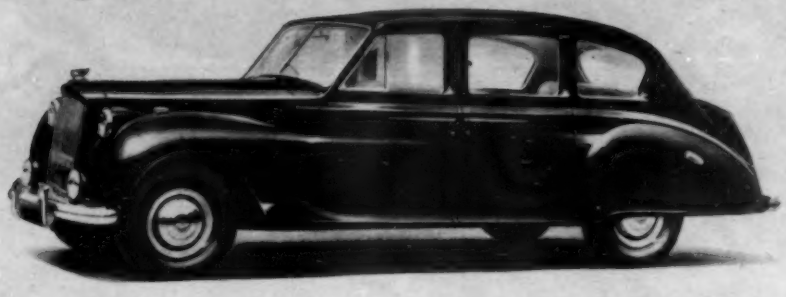


PRINCESS III COACHBUILT SALOON

Classic Grace ~ MODERN COMFORT



PRINCESS LONG-WHEELBASE COACHBUILT LIMOUSINE

Heirs to a great tradition of fine coachwork of essentially British character, the Vanden Plas new "Princess" models embody dignity, graciousness and unobtrusive luxury—qualities rarely found in contemporary motor cars.

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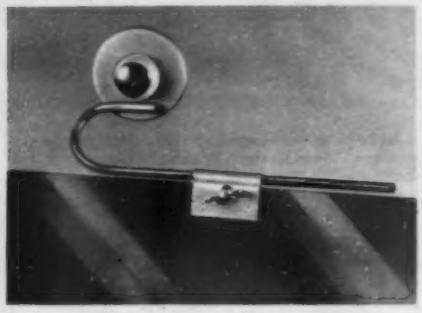
COACHWORK on the Austin 'A 135' Chassis

Princess III Saloon £2,182 15s. 10d. incl. P.T. Princess III Touring Limousine £2,253 12s. 6d. incl. P.T.
Princess L.W.B. Limousine £2,480 5s. 10d. incl. P. T.

VANDEN PLAS (ENGLAND) 1923 LTD., KINGSBURY WORKS, KINGSBURY RD., LONDON, N.W.9. TELEPHONE: COLINDALE 6171-2

Accessories



The sliding mounting of the Barnacle anti-glare vizor.

New Visor

THE new anti-glare vizor of Barnacle, Ltd., Barnacle Works, Bensham Lane, West Croydon, Surrey, has the panel mounted on a horizontal arm, to which it is locked by a wing nut. It is therefore adjustable laterally as well as swivelling up and down in the usual way. The tinted panel is 10½in by 4½in.

The vizor costs 14s 9d, the finish being hammered silver-grey enamel on the suction cup cover and chromium plating on the arm.

Car Rugs

AN inexpensive double-sided woven wool car rug has been introduced by Tweedale Woollens, Ltd., Triumph House, 189, Regent Street, London, W.1. There is a choice of six tartans, each of which is backed by plain heather blue. The size is 4ft 6in by 6ft, the weight 4¼lb, and the price £3 10s.

The rug seems to have a strong but not fine weave, and to be serviceable for hard use. It has a medium "feel," neither harsh nor very soft.

A section of a Tweedale rug.

Wide-vision spectacles for driving.

Wide-vision Spectacles

TO improve field of vision, especially that from the corner of the eye, when spectacles are worn when driving or playing games, new frames have been designed by Mr. Stanley Unger, F.B.O.A., 19, Upper Berkeley Street, London, W.1. Those for men, called Panoramics, have sinuous side pieces which come above the field of vision. There are various models and prices. For women there are various elegant variations, one of which has frames which encircle the ear and terminate with an ear-ring motif, and mysterious words crop up, such as geisha, kiss-curl and tulip. But these spectacles also have the wide-angle lens and the high side pieces.

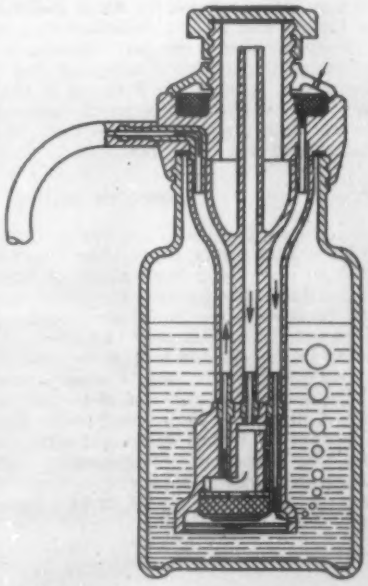
Upper Cylinder Lubrication

IN a new upper cylinder cold-starting lubricator, the Drok, the design is such that a charge of oil is admitted to the manifold only upon the first start of the engine after a period out of service in excess of approximately two hours. If several starts are made—because of stalling, or if the car is repeatedly having the engine stopped and started—there is no further charge of oil to provide, perhaps, an embarrassing excess in the combustion chamber. This limited action is achieved as follows:

In a glass reservoir of oil there is a small chamber holding 4 c.c., into which oil soaks slowly through a porous porcelain element. From the chamber, a single passage and dual piping lead to suitably sited tappings in the induction manifold. When the engine starts, manifold depression sucks in the 4 c.c. of oil, whose place is taken in the chamber by air sucked down a passage to the air space in the reservoir, above the main body of oil.

This leaves a slight vacuum in the air space, and causes air to enter the device from outside, through a felt filter, to pass down a third passage to a space under the porcelain element, which it therefore insulates (by an air cushion) from the soaking through of any more oil. This air bubbles up to the main air space. While the engine is running these conditions persist: the engine is receiving a bleed of air, via very small passages, but not such as to weaken the mixture to any appreciable extent. The oiler is not working because it is sealed off from the lubricant by the air cushion. When the engine is switched off, normal atmospheric pressure returns to the air chamber, and the seepage of oil to the chamber recommences, 4 c.c. being found there after approximately two hours, ready for the next cold start.

The Drok is made by Drok Lubricators, Ltd., 208, Bath Road, Slough, Buckinghamshire, and costs £3 15s (postage for direct supply extra). The lubricant recommended by the makers of this device costs 19s per gallon. The example submitted for test was strong and well finished, and the cap and the mouldings incorporating the feeds, passages and 4 c.c. chamber were found to be of the tougher and more reliable kinds of plastics. Very slight smoking of the exhaust of an engine in good condition, indicating the receipt of upper cylinder lubricant, seemed to be brief but of about the right duration to last until the engine's own lubrication system got oil to the bores. Thereafter, the bleed of air to the engine could be observed as bubbles rising through the reservoir oil; it seemed to be so slight as to substantiate the claim that this air bleed was too small to affect mixture strength.



A Drok lubricator fitted to a 1½-litre Riley. The section on the right shows how the air bleed maintains an air cushion under the ceramic element during normal running, so that there is no oil feed to the engine.

In keeping with the unhurried country way of life in Eastern France, bullocks are used to haul home the hay harvest.

By
G. R. ARMSTRONG

FAMILY

TO PARIS AND SWITZERLAND IN A MORRIS MINOR

Break for lunch; the family squats round the frying-pan.

OVER 2,500 in ten days was our holiday mileage, which in retrospect seems quite a fair whack for a family of five in a Morris Minor. At the time, however, our progress seemed quite casual, and we were never faced with the difficulty of covering a particular distance in too short a time. With my wife, two children and, believe it or not, my mother-in-law, we departed on an unplanned tour with the aim of having a pleasant holiday and seeing some of Europe. The A.A. had, of course, been good enough to provide routes.

The first day took us in leisurely fashion from Lincolnshire to Canterbury via the Tilbury-Gravesend ferry, which was enjoyed at any rate by the children. The second night's stay was in Paris; the route was quite familiar and uneventful to us but new to Frisky, as our Minor's previous owners had christened her. However, she simply romped away and, after landing at Boulogne at 3.30 p.m., we reached our hotel in the Rue Richer, 155 miles on, at 8.0 p.m. With a break for tea at Beauvais, this speaks well for the car and for the disembarkation and customs clearance organization at the port. Perhaps it is not fair to give the car all the credit for our quick run to Paris, since this time I was through the Place de la Concorde in one go, instead of travelling twice round completely before finding the exit (and the wrong one at that), as I did on my first venture into this maelstrom.

Quatorze Juillet

I can now give some free advice to Paris visitors which, so far as I am aware, is not to be found in any guide book. That is, unless you have plenty of francs, avoid the city around July 14, when even travellers' cheques are not cashable because all the banks are closed. As far as I could make out, there was only one open in Paris during the period July 12-16, and tourists were queueing three deep to receive francs for cheques. Perhaps it was worth while after all, because the celebrations of the fall of the Bastille were carried out in true Continental style. The large open space in front of the Bourse was ringed with chairs, and the centre used for dancing. Neighbouring cafés had set up independent record amplifying systems. One owner would turn up his volume control, to be followed in the space of seconds by a rival, and so on, resulting in an unbelievable cacophony. The following day we again stayed in Paris; the highlight for the children and, to be quite honest, for the grown-ups, was a trip on a *bateau mouche* from the Pont Solferino up the Seine past Nôtre Dame as far as the bridge Mirabeau. Later, leaving mother-in-law to keep an eye on *les enfants*, my wife and I did a little exploration, walking along the boulevard eating aromatic sausage and chips at little more than English prices.

In the Bois de Boulogne my son Tony got his biggest thrill so far. On the previous afternoon we had watched cars popping like bullets from a gun from one of the subways near the Pont d'Iéna, and now we found a hole in the road, as he called it, where we could do our own share of popping. This took some time, because first I had to go fast to please Tony, then slow to please Mummy, then once again to please me. These trials were all carried out in one tunnel, very reminiscent with its tiled walls and bright lighting of our Tubes. One interesting part of this sport was finding the entrance to our tunnel again, after leaving it, since there were so many confusing intersections.

It was that night in Montmartre when I really wished for the first time that my knowledge of the French language was more comprehensive, and regretted my lack of diligence at school. It appeared that, while in one of the arcades equipped with pin tables and gramophone record reproducers, I had offended an Apache type. He kept shouting something and butted me somewhat painfully with his head under my chin. We caused quite a crowd to gather as we wrestled on the floor, which rather pleased me, since I could not imagine being murdered in such a public position. The most disturbing part of this affair was that after he had apparently had enough, and I was trying to disclaim any evil intentions and to console my wife, he came at me again and I received another butt before some of the crowd held him back while I escaped.

Will someone please tell me how to explain in similar circumstances, in understandable French, that (1) One is of

More cloven-hoofed power. In this instance the bullocks are harnessed between the shafts. The identity of the harvest was not discovered but, in the early morning, a cart set out from almost every house in the village to return thus loaded.

a peaceful nature, (2) Would like to know the reason for the attack, and (3) Have you any sticking plaster, please?

This incident should discourage no one from visiting Paris, because we had not before met anything but friendliness and a desire to help.

After this rather hectic night, the next day was quiet and peaceful, encompassing a run to Vitteaux. We were aiming for a little nearer Dijon, but with stops at Fontainebleau (palace) and Sens (cathedral), as the guide books have it, and an afternoon at Vézeley. The village of Vitteaux is at the top of a hill, and the church at the highest point of it. The

UPROOTED

view from the dizzy height of its tower is wonderful, with the picturesque village spread underneath, for all the world like an architect's model. Here we had our cheapest night's lodging—350 and 400 francs (about 7s or 8s) for the two rooms. Surroundings were rather primitive, and with the tap water cut off after 5 p.m. a very noisy pump had to be brought into operation, but the beds were comfortable and the local wines cheap and enjoyable.

It was during the following morning that the Morris Minor experienced its one and only ailment. The clamp holding the air filter cracked. The road gutters, which we had ceased to take seriously, since the suspension was behaving so beautifully, may have had something to do with this. Anyway, just before we heard the clatter signifying that something was amiss, we had hit the great-grandad of all road gutters. The invalid was driven to a most imposing garage in Dijon, and I was amazed but distinctly gratified when the weld was carried out free of charge.

Les Eleves

At our next stop for petrol the village garage proprietor brought out his little daughter who, he managed to convey proudly, was learning English at school, and asked her, so far as I could gather, to say a few words. Shy smiles between her and our children were exchanged, but she was very bashful, and only as we were driving off did she pronounce a faultless "Good morning, sir," in reply to my "*Au revoir, ma petite.*"

That evening we crossed the Swiss border at Vallorbe-la-Creux. An early morning trip to Nyon was a scenic marvel. The mountain tops which we had seen in the previous evening and thought to be covered by clouds were actually snow-tipped, and looked most beautiful in the delicate rosy light of sunrise. In mid-July this seemed especially wonderful, and the children immediately wanted to know if they could soon play at snowballs. Nyon is at the side of Lake Geneva, and the road drops in a series of hairpin bends, so that one can absorb the beauty of a first sight of the lake with its magnificent surroundings.

We were in no hurry to reach Lausanne or to depart, having arrived there. We all sunbathed, and the children and I swam and played in the wonderful fresh-water blue of the lake; it was so clear that we could see hundreds of fishes far below the surface. On to Montreux for tea, and again the wonderful views. The blue of the water is almost unbelievable; leaving the lake, we followed the Rhône, with breathtaking views from excellent roads. We stayed at Brigue that evening, our hotel overlooking the river. We had some doubts about sleeping with the continuous roar of the torrent moving swiftly over its boulder-strewn bed below our windows; actually the noise had the effect of a lullaby.

In the morning it was the Rhône glacier which decided our route; the valley had been such an enchanting foretaste that we decided to make for the Fürka pass. Never before had we seen anything like this road, which zig-zagged up the Alps into wispy cotton-wool clouds. A one-way system seemed to be in operation, and we arrived just as the barrier at our end was being brought across, and had a very pleasant picnic whilst waiting for the descending traffic to pass. When we set off again, we soon appreciated the one-way rule. With an almost unprotected drop of thousands of feet on one side, and an unyielding mountainside on the other, it was a thrilling business to negotiate the curves; and when passing an ailing 8ft-wide omnibus tucked into the cliff side we thanked our lucky stars for the manageable width of our Morris Minor.

And for would-be imitators the sordid details: Petrol consumption was 43.9 m.p.g., and expenses for the whole family (five) were under £100 for 15 days, including four days at the "seaside."

The Morris Minor leaves the main road to explore near Brigue, with the snow-capped Alps towering in the distance.

THE AUTOCAR, 23 APRIL 1954

REPORT ON

MOTOR INDUSTRY CONTINUES ITS

A Volkswagen body is given a coating of primer by dipping it into a bath of paint.

By

K. B. HOPFINGER, M.S.A.E., M.S.I.A.

Right: The three Volkswagen body assembly lines produce over 730 vehicles a day. Further lines are to be constructed in the empty bays to the right of the picture.

Volkswagen's swing axle independent rear suspension layout, a system which has always had adherents in Germany.

ALMOST non-existent in 1946 and three years later still operating on a skeleton basis, the German car industry has found its feet and in 1953 could view its position with confidence. The home market has been firm since 1950 and now 70 per cent of new cars change hands within three years of their purchase. Total production of cars has risen from 301,089 in 1952 to 369,142 in 1953, which represents an increase of 22.6 per cent.

At the first stage of its reconstruction after the war, the German industry depended entirely on home sales, and it is only in the last three years that export drives have been developed. Progress in this market has been remarkable. Although the total exports in 1950 and 1951 were just below 30 per cent of the total output, this figure has increased rapidly and in 1953 nearly 40 per cent of Germany's cars went to foreign markets. At first the exporters concentrated on countries within easy reach of Germany and they quickly gained a foothold in spite of the post-war prejudice which exists against German products. This is illustrated by the fact that in 1953 no less than 36.8 per cent of Belgian car imports were of German manufacture, while in Switzerland the figure reached 51.4 per cent. Although the price and performance of most German vehicles do not compare favourably with those of other countries, there is one good reason for their success in Continental markets. This is explained by the single word service. The German manufacturer, with shrewd assessment of his customers' needs, will make sure that service and spare part organizations are set up in a fresh market before the first consignment of cars arrives in that country. The prices of spare parts or repairs for such popular makes as Opel, Mercedes and Volkswagen are on a fixed scale and vary little from those charged in other Continental countries.

Realizing that the demands of the home market closely approximate to those of the export trade, German manufacturers are now concentrating almost entirely on cars with certain unmistakable characteristics and an engine capacity within 2½ litres. This does not mean that really small cars have been forgotten. In fact, vehicles with an engine capacity of less than one litre still play a prominent part. Auto-Union are making limited quantities of the two-cylinder 684 c.c. two-stroke D.K.W. Meisterklasse and the demand for their 896 c.c. Sonderklasse with a three-cylinder two-stroke engine increases steadily. But Lloyd Motoren Werke are the only small car manufacturers who have been able to expand their activities during 1953, increasing production of the 400 c.c. model from 5,979 in 1952 to 16,184 last year. This car has a two-cylinder two-stroke engine, with front wheel drive; originally the body had a timber frame and plywood panels covered with

Facia layout of the Opel Kapitan 54.

GERMANY

STEADY BUT VIGOROUS PROGRESS

leather cloth; steel is used for the panels on the 1954 model. All other miniature car manufacturers in Germany faced decreasing production. During 1953 Champion produced only 1,685 of their rear-engined 400 c.c. model and output of the 250 c.c. Kleinschnittger dropped to 397.

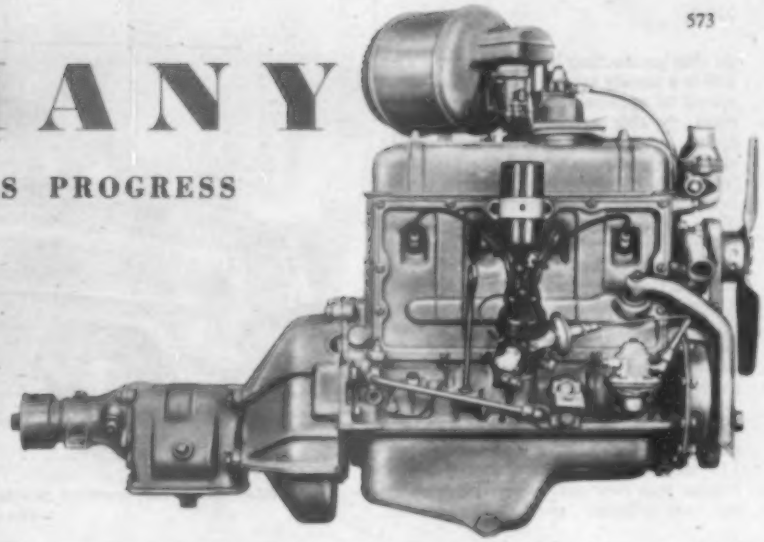
VW Progress

Last year Volkswagen car production reached 151,323 and it is interesting to note how, from a plain utility model in 1947, the Volkswagen has developed into a car of high standard performance and finish. This has been achieved by detail modifications, the most recent of which were described in *The Autocar* dated March 19. The engine capacity of the 1954 series has been raised from 1,131 c.c. to 1,192 c.c., with a corresponding increase in cylinder bore from 75 mm to 77 mm, the stroke remaining unchanged at 64 mm. This has improved the torque from 50 ft lb at 2,000 r.p.m. to 55.6 and the b.h.p. from 24 at 3,200 r.p.m. to 29.5 at 3,400 r.p.m. The diameter of the inlet valves has been enlarged from 28 to 30 mm, and the hot spot on the inlet manifold improved.

The car has been provided with a vacuum controlled distributor, increased dynamo power from 130 watts to 160, a combined oil bath air cleaner and intake silencer and detail alterations to various engine components. These modifications are typical of the policy adopted by the Volkswagen company. The prospective buyer is attracted by a model which, while in keeping with the latest technical trends, still retains the features and aerodynamic body of a model which has proved its worth over the years.

GM Subsidiary

Second to Volkswagen in popularity is the latest version of the Opel Olympia, known as the Olympia-Rekord, the major post-war contribution from the General Motors plant at Russelsheim. Production of Olympias has risen to 74,373 in 1953, compared with the 1952 figure of 43,976. This model, again developed from a basic design—introduced in 1935—retains the 1.4-litre four-cylinder engine. The version intended for home sales has a compression ratio of 6.31 to 1, develops 40 b.h.p. at 3,800 r.p.m. with a maximum torque of 70 lb ft at 1,900 r.p.m.; the engine fitted to export vehicles has a compression ratio of 6.6 to 1 and develops 51 b.h.p. at 4,000 r.p.m. with a maximum torque of 78 lb ft at 2,200 r.p.m. The most interesting technical details are in body construction, which shows new trends in lightweight design, while having some similarity to current Chevrolet models.



The 1.4-litre four-cylinder engine of the Opel Olympia-Rekord develops 40 b.h.p. at 3,800 r.p.m.

The other model produced by Opel, a 2.4-litre six-cylinder car known as the Kapitan 54, is a development of the original 1938 version. It is distinctly transatlantic in style and was received favourably at recent Continental shows. Production started in December, 1953, and output, which in that month reached 1,323 vehicles, is expected to double this figure within a few months; its home market price, approximately equal to £840, makes the Kapitan 54 the cheapest 2½-litre car available.

The fact that it is the oldest car manufacturer in the world does not prevent the Daimler-Benz company from developing original and up-to-date technical designs, at the same time retaining the traditional quality of its products. This point is illustrated by the new Mercedes-Benz models: the 180, a 1.7-litre saloon introduced last September; the 190SL and 300SL, both sports cars which will

Mercedes cars are subjected to exhaustive routine testing on the company's new testing ground.

go into production later this year. The 180 is a family saloon with a maximum speed of approximately 78 m.p.h. Its most notable technical detail is the front suspension, which has a U-shaped closed section supporting the front of the engine and attached to the body by three large rubber mountings. Two rubber-mounted radius arms control the swing-axle rear suspension and the final drive housing is supported by a large rubber mounting coming from a reinforced point on the body floor. This use of rubber mountings has resulted in greatly improved front and rear suspension and reduced transmission noise.

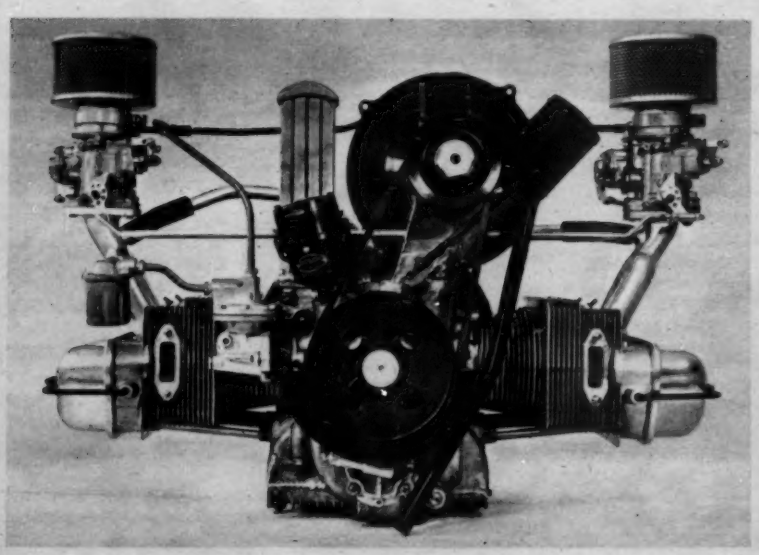
A similar suspension layout is given to the 190SL sports car, which has a maximum speed of approximately 118 m.p.h. Its 1.9-litre four-cylinder engine is a new design on the lines of the six-cylinder overhead camshaft

Opel's latest estate car, identical mechanically with the Olympia-Rekord, is known as the Car-a-van.

REPORT ON GERMANY . . . . . continued

unit of the 220 and 300. Solex twin carburettors are fitted and the engine has a bore of 85 mm, a stroke of 83.6 mm and a compression ratio of 8 to 1; it develops 126 b.h.p. at 5,500 r.p.m. and the maximum torque of 121 lb ft at 4,000 r.p.m. The 3-litre six-cylinder engine of the 300SL sports model, in common with the 300 saloon, has a bore and stroke of 85 × 88 mm. Bosch fuel injection is used and the engine has a compression ratio of 8.55 to 1; it develops 240 b.h.p. at 5,700 r.p.m. with a maximum torque of 202.5 lb ft at 4,400 r.p.m. The maximum speed is approximately 160 m.p.h. While these sports models account for only a small percentage of the company's yearly output of cars—which amounted to 34,975 in 1953—they contribute enormously to the prestige of Mercedes-Benz.

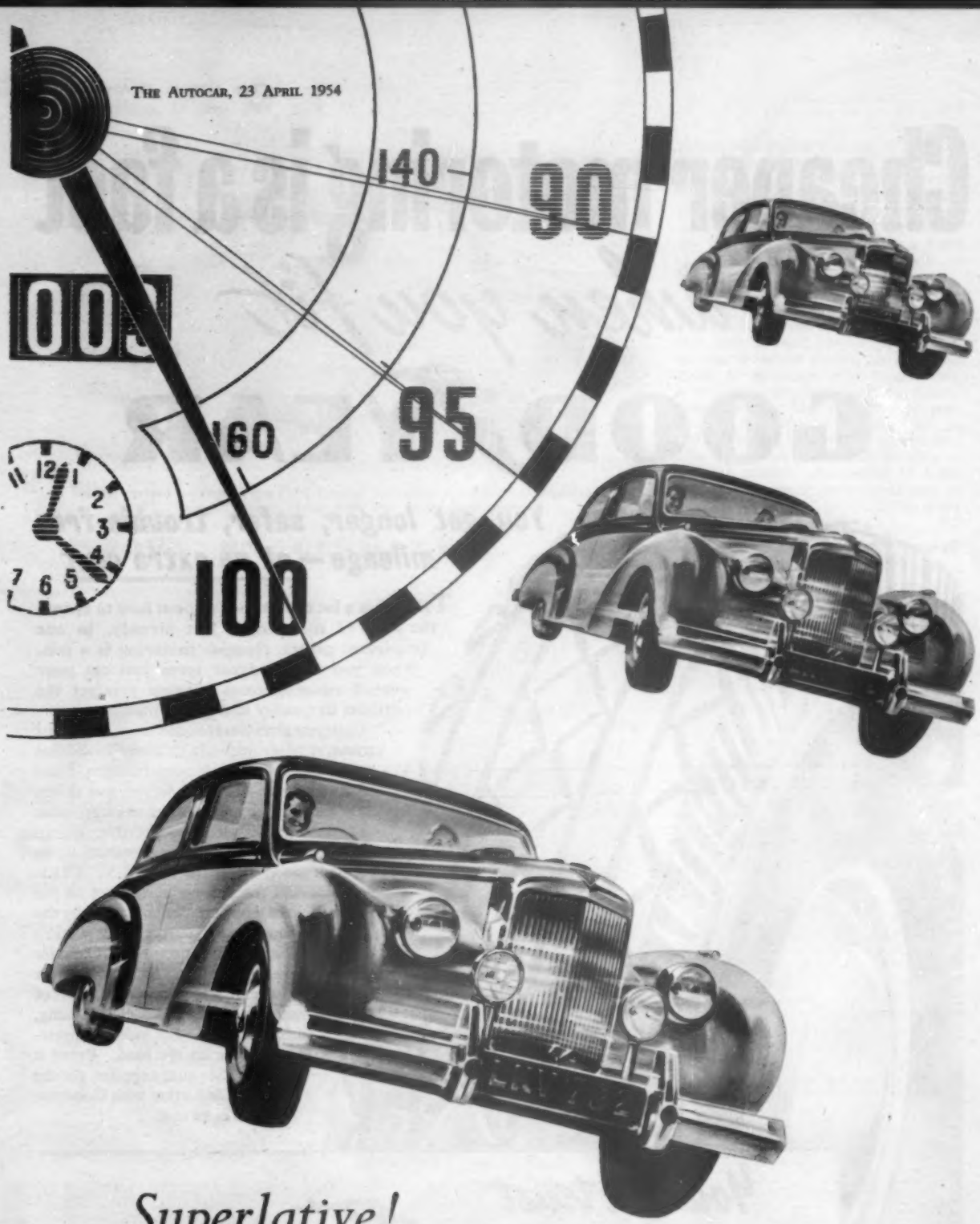
Excellent working conditions are provided in the newly built Porsche factory.



The 1.5-litre Porsche engine. The oil cooler to the left of the air cooling unit is exposed, as the air ducting has been removed.

Another company jealous of its tradition for quality is B.M.W., which re-entered the field towards the end of 1952 and produced 1,592 cars during last year. It has absorbed the Veritas concern which in immediate post-war years produced remarkably successful sports cars based on the pre-war B.M.W. components. For the time being, production is concentrated on the 2-litre six-cylinder 501 saloon. The push-rod o.h.v. engine has a compression ratio of 6.8 to 1; it develops 65 b.h.p. at 4,400 r.p.m. The maximum torque of 95 lb ft does not vary appreciably between 1,600 and 2,500 r.p.m. and this characteristic ensures smooth acceleration in top gear from less than 15 m.p.h. to maximum speed. To reduce noise to a minimum the carburettor is enclosed by the air silencer. The roomy body was styled and designed by Pinin Farina and the gear box, rubber-mounted away from the engine, ensures ample leg room in the driving compartment.

The German Ford company have concentrated since the war on a single model, the Taunus, of which 34,011



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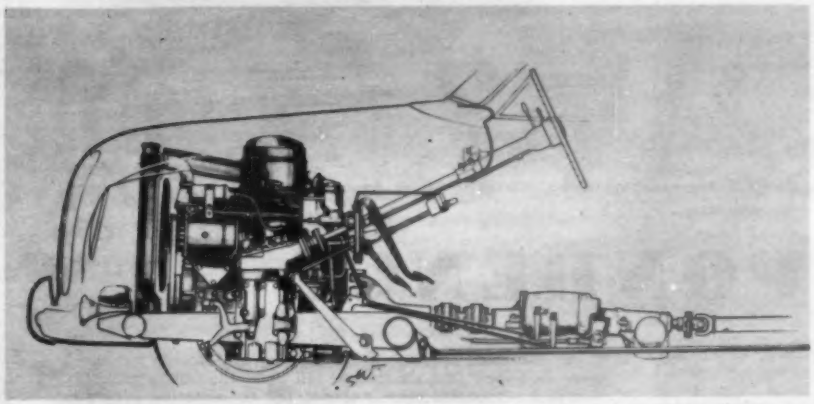
EVERY NEW COVER NEEDS A NEW TUBE

On the current version of the Ford Taunus the rather fussy frontal treatment does not altogether blend with the bleak flush sides.

REPORT ON GERMANY . . . . . continued



Side view of the B.M.W. 501, showing the separate location of engine and gear box.

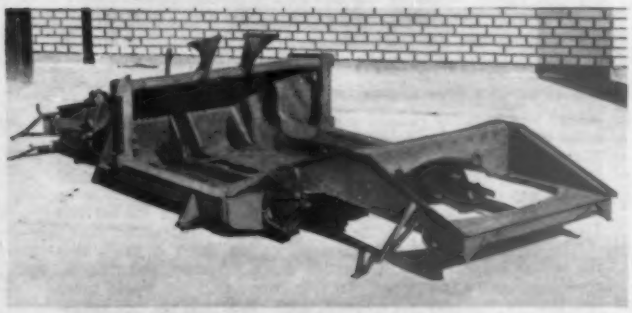
were produced in 1953. Since its introduction in 1952, only detail modifications have been made to this model, which has already proved its popularity.

For reasons of economy the diesel engine is quickly gaining ground in Germany, particularly with businessmen, who cover large mileages, and the medical profession, who may have to use their cars under extreme and often wintry conditions. At present there are only two diesel makes in Germany: the Mercedes-Benz and the Borgward. Mercedes introduced a diesel car in 1936, but have made it in quantity only since 1947, reaching an output of 17,314 last year; the Borgward model did not come on to the market until the end of 1952 and 1,677 were produced in 1953. There are just over 40,000 Mercedes diesel-engined cars operating in the country and vehicles which have covered over 100,000 miles without an engine overhaul are by no means uncommon. Diesel fuel in Germany costs almost 30 per cent less than petrol, which gives a saving of approximately the equivalent of £100 per 15,000 miles, compared with a petrol engine of similar size. The 1,767 c.c. four-cylinder diesel engine is now fitted to the Mercedes-Benz 180 as well as the 170 SD; Borgward market a 1,758 c.c. four-cylinder diesel in a two- or four-door saloon.

Another German make, the rear-engined Porsche, is often regarded as a monopoly of the sporting driver. In fact, only a small proportion are sold for use in sports events, the majority going to motorists who require fast, economical transport on long Continental routes. Last year Porsche produced 1,978 cars as against 1,303 in 1952; the firm has recently moved to a new factory and will soon be able to increase output. A number of basic engine and chassis components used in the Porsche are still identical with those used in the Volkswagen. Cylinders, cylinder heads, crankshaft, valve gear, clutch and gear box have been specially developed by Porsche for their 1.3- and 1.5-litre models.

The only German production car available with automatic transmission is the Borgward Hansa 2,400 with its 2.4-litre six-cylinder o.h.v. engine. This transmission, developed by Borgward, is based on a single-stage hydraulic torque converter with a stalling ratio of 3.8 to 1, coupled to a gear box with two automatically controlled gears. Production of the Hansa 2400 is at present limited; only 670 were produced last year. This car is also available with a steering-column-operated three-speed gear box.

The German car industry today is active. On the technical side manufacturers tend to rely on sound and well proved principles, but there are signs that new, unconventional ideas are being developed. Although production is still restricted, the ability of the German motor industry should not be underrated. Manufacturers are awake to sales opportunities, particularly on the export market, where they are helped by the trading policy which balances imports from a certain country against exports. They do not expect to increase home sales during 1954; but the stage is set for an even more vigorous export drive.



Porsche chassis frame ; a number of basic engine and chassis components are identical with those used in the Volkswagen

Spring morning near Silverstone; an Aston Martin in Stowe Avenue.

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Credit

Are Fluid Couplings German?

[65577.]—In your Editorial of April 9 you refer to the fluid coupling as being a British invention; but I am sure I remember seeing it at marine exhibitions before any motor exhibition, and it was then described as the work of a Dr. Föttinger, of the Vulkanwerke, Hamburg. I gathered it had been produced before, or just after, the 1914 war to prevent the crude impulses of the early diesels in motor ships from torsionally breaking the ship's tail-shafts. But I believe the modification of it for cars is purely British. G. CORDEREY.

London, S.W.1.

Parking Meters

The Profits Should Not Be Misdirected

[65578.]—Mr. Bruce W. Gillett [65509] has, I fear, rather over-simplified the parking meter issue. If I understand their purpose aright, these meters are certainly not intended to permit dangerous or inconvenient parking which, as Mr. Gillett rightly stresses, is a serious menace. They are intended to distribute the burden of the cost of providing car parks fairly between those who use them and those who park on permitted portions of the highway. Those whose parking is dangerous or inconvenient will, I hope, continue to receive the attention of the police.

Unfortunately the cost of providing car parks in busy urban areas is high and many authorities have—I think rightly—decided that this cost should be borne by those motorists who park within the areas in question, whether they use the parks or the permitted portions of the highway. Motorists will surely agree that their cost should not fall upon the public generally. Nor is it reasonable that it should fall on motorists generally, e.g., by an increase in the Road Fund tax, as many motorists will have little occasion to use the parks provided.

I can see no justification, however, for installing parking meters to raise revenue for non-motoring purposes and I hope no authorities are expecting to use them as a device for subsidizing their general rate funds. D. G. LINDSAY.

Purley, Surrey.

The First 500

Are the Delivery Drivers Sufficiently Careful?

[65579.]—I was very interested to read the article in *The Autocar* of March 26 on the first 500 miles of car life and note what is said about the expert treatment of new cars by the deliverers.

If the writer had seen those experts on A6 between Preston and Lancaster and had followed them for long stretches at between 50 and 60 m.p.h. he would understand why I advocate self-collection from works by the less expert owner-driver.

Fleetwood, Lancashire. NORMAN DRUMMOND

Oil Consumption

The Thirst of a New Engine

[65580.]—I recently bought a new "economy" car of a famous make and I have now covered some 2,500 miles. I am using oil, as recommended by the manufacturers of the car, from an equally famous firm and the operative word here is "using," to the tune of one pint per 200 miles. Alarmed at what seemed to me to be heavy consumption, I wrote to the manufacturers of the car and I quote their reply:—

"In regard to your oil consumption, we think it likely that the engine itself has not yet settled down perfectly, and that the consumption may improve. In this connection we would point out that present-day high-speed, high-efficiency engines necessarily consume more oil than earlier models, and it is correct for

CORRESPONDENCE . . . . . continued

them to do so. We can give you our assurance that a consumption of one pint to 200 miles is satisfactory." My comment on this is that this consumption must be highly satisfactory to the oil companies, but not to me. Give me my good old-fashioned, low-speed, low-efficiency engine every time if this is the price of progress.

I feel sure that this reply will be as great a revelation to your readers as it was to me. If 200 miles to the pint is "satisfactory" at 2,500 miles, I should like to know what is considered to be heavy consumption for these "high-efficiency" engines and what use is the increase in miles per gallon, if the gain is absorbed by the extra cost of oil. I. ASBURY.

Deal, Kent.

[An oil consumption of approximately 200 miles to the pint is not unreasonable with a new car. This should, however, improve progressively as the engine settles down.—ED.]

Prices

Why Do Not Manufacturers State Them ?

[65581.]—The other night I decided I wanted a new car battery. What better place to look than in my copy of *The Autocar* for the current prices of all popular makes?

Imagine my surprise when, after looking through at least twenty issues, I was none the wiser. A peculiar thing: all the advertisements told the would-be customer everything, with the exception of the answer to the most important question these days—the price.

I am sure many readers of *The Autocar* would welcome the idea of manufacturers advertising the price along with the commodity. E. BEST.

Newcastle-on-Tyne, Northumberland.

Enhancement

Performance Improvement for an Austin A.40

[65582.]—Having had the same problems as Mr. O. M. Rowden [65468] with an Austin A.40 (Devon, in my case), I can appreciate his anxiety and feeling that better performance might be obtained from this sturdy little car. My experiences may be of some help.

The front suspension was not satisfactory, probably because my car had covered more than 52,000 miles; on inspection, the front dampers were found to be badly worn and leaking. Because of the cost of replacements a set of Monroe telescopics was installed, using fittings of my own design. The installation proved to be so successful in holding the front end down that I removed the rear anti-roll bar completely. The results are perfect for my own use. Of course, before installing the new dampers, the pistons were removed from the old ones and, with new bushes, the Girling dampers formed a perfect upper suspension.

Secondly, I thought my engine was a little lazy, so I started experimenting to get more power at low speeds. An attempt was made to obtain a head, manifold and carburettor assembly from a sports model but these could not be located. My next best alternative was completely to rebuild the head and valve assembly, adding about four pounds more valve spring pressure. At the time this work was done I found the carburettor yoke was cracked, which accounted for the poor idling. Rather than obtain another Zenith of the same type, I substituted a model 430S Carter, which has adjustable high and low speed jets and a very effective accelerating pump. At the time the new carburettor was installed the intake manifold was polished and correctly aligned to match the ports.

These changes, together with a straight-through silencer and an oil-filled heavy duty coil, have changed my Austin A.40 beyond expectations, and it has become a real pleasure to drive.

Dallas, Texas, U.S.A. M. J. AMSLER.

"Hendon Way"

The Finer Points

[65583.]—I was very interested in the article "Hendon Way" (*The Autocar*, April 2). I have driven cars now for 30 years and have voluntary refresher courses from time to time. I also long for the day when I am completely satisfied with my driving.

There do seem to me, however, to be two things in connection with modern car driving which are in direct opposition—the car's ventilating system and the hand signal.

In cold weather I like the windows shut, and the heater on. The open window causes a draught and defeats the object of the ventilating system.

I do use hand signals but, obviously, I have to open the window to do so, and that takes time. I rely on stop lamps, indicators and, of course, the driving mirror. Also, I profess to drive with great care and have, so far, been most fortunate.

I should, however, like to hear your views as to whether you think a good driver should drive with the window open, in spite of the draught. E. E. M. WOODWARD.

Harlow, Essex.

[On the subject of whether or not the right-side window should be kept open the Hendon police school have strong views, to the effect that it should be kept open always. This, however, is taking it to the extreme and on the open road, where hand signals are rarely required, it seems scarcely necessary.—ED.]

Long Distance

An Austin's Travels

[65584.]—I am delighted to find someone who finds solo long-distance runs, with stops for petrol only, enjoyable. Like Mr. S. Sedgwick [65520] this is my joy and, like him, I have had doubts expressed about my own sanity.

There, unfortunately, the likeness ends. For my "padded cell" is a 1946 Austin Ten with 65,000 miles behind it. Nevertheless, it has taken me from London to Glasgow in the creditable time of ten hours five minutes, and only this week I left home at 6 a.m., spent six hours in Manchester, and was back home by 9.45 p.m.—370 miles in under ten hours.

My needs at the end are a hot bath and a first-class meal; the Mark VI Bentley would probably enable one to dispense with the bath!

In conclusion, may I say how well the Austin seems to thrive on this type of driving, for the only real casualty in all this time was a third gear at 50,000 miles, and even that had my sympathy? ROY S. BUSH.

London, E.4.

Alpine Passes

The Effects of Mixture Enrichment

[65585.]—"Performance on Alpine Passes" (April 2) was a most interesting article from the technical aspect, but I was somewhat surprised to note that although he deals exhaustively with performance characteristics under altitude conditions, Herr Max Troesch does not refer to the effects of mixture enrichment occasioned in lifting a petrol engine to some 9,000 feet above its normal plane of operation.

Progressive enrichment will occur in the absence of any corrective apparatus and, at 9,000 feet, it is likely that the change in fuel-air ratio will be approximately 16-17 per cent as compared with what is regarded as the optimum. It would appear, assuming full or near-full load condition when climbing at this altitude, that the normally correct ratio of about 0.068 will have changed to something approaching 0.080. A mixture strength appropriate to maximum economy at full load is in the region of 0.065 and for maximum power about 0.078. It will be seen, therefore, that fuel consumption will have increased considerably at such an altitude, although it is likely that up to this point there will be little perceptible falling-off in power as the result of excessive mixture enrichment *per se*. (Note: the mixture curve for maximum power plotted against mixture ratio: percentage full load—see *Aircraft Engines*, by A. W. Judge—indicates that the mixture ratio factor remains more or less constant between 50 per cent and 100 per cent full load.)

The views of technically interested owners who have had practical experience of operating under altitude conditions would be enlightening. It does seem that, although power output may not be unduly affected by mixture enrichment up to about 9,000 feet, this enrichment may be a contributory element in overheating (although perhaps to a lesser degree than would be brought about by weakening) and, further, that one might expect to find some increase in oil dilution, quite apart from the more obvious characteristic of increased fuel consumption.

Harlow, Essex. CARL O. POUND.

Obscured

Badly Placed Limit Signs

[65586.]—I do not know whether attention has ever been drawn to the unsatisfactory placing of the 30 m.p.h. signs on the Huntingdon road, at Girton, Cambridge; I am firmly convinced that many motorists have been caught at this spot.

But for the fact that I was up before the Magistrates' Court

CORRESPONDENCE . . . . . continued

at Cambridge recently, and fined £2 with licence endorsed, I should not have paid any attention to the position of these particular signs. When I was stopped by the police patrol, on February 24, I was not aware I was in a built-up area. I have since discovered that I was stopped about one mile from the beginning of the built-up area. At the time I was pulled up I was puzzled; I am a motorist of 28 years' standing and do an average annual mileage of about 40,000; I am pretty alert for road signs and observe traffic regulations as far as I reasonably can.

These two particular signs are set rather low and are well in need of paint but, to a stranger approaching Cambridge from Huntingdon, they are obscured by two further signs placed a few yards in front of, and at the same level as, the 30 m.p.h. signs. One of these signs is oblong, the other square, and both have prominent black letters on a white background; consequently the eye is attracted by these and the limit sign is passed without noticing it, particularly if there is other traffic about at the time.

I am not writing this merely because I have been caught, but to endeavour to safeguard those who may be caught in a like manner. JOHN P. FIDLER.

Loughborough, Leicestershire.

Going Foreign

Readers' Experiences Required

[65587.]—I am planning a motoring trip to Greece via Yugoslavia and Albania, and I am wondering whether readers can give me any information regarding motoring and other conditions in these countries, particularly in Albania.

Leatherhead, Surrey. J. M. E. REGAN.

Conducting Tour

The Guide Was at Fault !

[65588.]—May I point out two inaccuracies in the article "Conducting Tour" (*The Autocar*, April 9)?

The first concerns the method of reducing the charge of the dynamo from 12 amps to 6 amps. While the insertion of a 1 ohm resistor by the method illustrated may, in practice, result in approximately the correct reduction in current, it will have a very serious effect on the heating of the 6-volt field winding. If, in fact, the charge current is 6 amps under the conditions stated, there will be 6 volts across this resistor in addition to the 6 or 7 volts required to charge the battery, with the result that the dynamo output will be 12 to 13 volts, which will be quite sufficient to damage, and probably burn out, the field winding. The correct method of reducing the charge is to put a resistor in the field winding circuit. In some cars this is easily accessible; for instance, there may be an external field fuse, in which case the resistor and switch can be inserted without trouble. In some cars there is no external connection and it is necessary to modify the wiring to the commutator brushes inside the dynamo. In pre-war Fiat dynamos the resistor was already fitted in the dynamo, and a terminal was provided whereby it could be switched out of circuit when the head lamps were switched on.

The second point concerns the tell-tale lamp or lamps for use with Trafficators. One simple, single filament, 2- or 3-watt bulb is all that is required, and this is wired directly from the live side of one Trafficator to the live side of the other. The Trafficator which is non-operative acts as the earth return, but the bulb current is so small that it has no effect on this arm, and only the operative Trafficator goes into action.

Teddington, Middlesex. RICHARD MORT.

Inadvisable Measures

[65589.]—The half-charge and fuse provision for a dynamo suggested in the article "Conducting Tour" is not advisable.

As a third brush dynamo must never be run with open circuit, a fuse in the main lead is most unwise, for if it blows when running at high speed the dynamo armature will probably be burned out. For the same reason, no form of switch with an open position is permissible in the main lead. The two-way switch shown in the diagram is not suitable, therefore, for its indicated location. The statement that "some cars have no fuse in the dynamo to battery circuit" should read "*no cars. . . .*"

The sentence in column 1, page 510, about the "old" half-charge resistance, appears to involve a misconception of what this "old" device really was. It was standard in Lucas equipment (car and motor cycle) in the mid '20s and later, and was a series resistance in the dynamo shunt field circuit to reduce dynamo output. On some models it was in action all the time except when shorted out by the head lamp switch when in the "on" position. It was quite a small resistance carrying a negligible load and it was mounted in the switch itself.

The load-carrying resistance shown in the diagram on page 509 would have to carry at least 6 amps, reducing charging current by a 36-watt heat dissipation (quite some heat).

In the diagram in column 2, page 509, and again at "B" (in half-tone) at the top of page 510, the words "to condenser" should be "to contact breaker." The terminal on Lucas coil tops is marked "CB"—the condenser is incidental.

Manchester. D. H. S.

Dazzle

Proper Lamp Adjustment is Essential

[65590.]—My letter [65373] was a review of existing lighting conditions, and led up to a suggestion for overcoming the dazzle problem by the use of a pass light designed for the job. Your correspondent [65435] evades my argument and seeks only to defend his double dippers. He suggests a check on my lighting equipment and my technique for using it, my eyesight, and to leave night driving to people who find it less distressing. Now my letter clearly stated that my qualification lay in the fact that my garage is sited in a position ideally suited for observation. Obviously, an observer can form a more reliable opinion than can a travelling motorist, because his attention is not concentrated on driving, and such variable quantities as eyesight, driving technique and lighting equipment do not confuse the issue.

Your correspondent is very naughty to deprive my remark, "The solenoid operated 'switch and tilt' system . . . is today still the best system," of the qualification which I added, namely, "always provided it was properly adjusted in the first place. . . ." And he further condemns his specious argument by altering my "switch and tilt" to "switch and dip." There is a world of difference between "dip" and "tilt"; indeed, our present discussion may well be condensed into a consideration of these two methods, and I suggest a pass light may be described as a lamp having a permanent tilt. A dipped beam may be reflected from a road surface, and so cause dazzle, whereas a tilted beam is aimed at the side of the road, rather than in the path of an oncoming car, and this point is particularly valuable should one meet a car which comes up and over the crest of a hill.

In conclusion, may I refer any reader who is intelligently interested in a possible solution of the dazzle problem to the last two paragraphs of my previous letter? Neither "tilt and switch" nor "double dip" offers the perfect practical solution—they are both compromises, and I feel that a pass light specially designed and fitted and used for its one specialized function may well be worth consideration and trial. PER ARDUA.

Chard, Somerset.

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2nd Roy Salvadori—MASERATI
3rd Reg Parnell—FERRARI

2nd EASTER HANDICAP

1st T. A. D. Crook—COOPER-BRISTOL
3rd F. C. Davis—TOJEIRO

3rd EASTER HANDICAP

2nd L. Macklin—H.W.M.
3rd Reg Parnell—FERRARI

EARL OF MARCH TROPHY

1st L. Leston—COOPER-JAP

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GLOVER TROPHY (formule libre)

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The start of the Lavant Cup race, with Reg Parnell's Ferrari leaping into the lead. In the second row are the Connaughts of Rolt and McAlpine and Salvadori in the new formula 1 Maserati.

(Below) A well-earned victory in the Earl of March Trophy formula 3 race was scored by Les Leston in the works Cooper, here seen drifting round Woodcote Corner.

GOODWOOD—GOOD WEATHER

EXCELLENT RACING DESPITE DEPLETED FIELDS ON EASTER MONDAY

THE glorious weather on Easter Monday brought the crowds out in full measure for the B.A.R.C. International race meeting at Goodwood, near Chichester in Sussex, and an official estimate of their strength set the figure at 55,000 at 3 p.m., with more still flooding in. Racing commenced at 1.30; but well before that time the stands were full and the spectators were five and six deep in the vantage points in the enclosures. They had come in the expectation of seeing a fine day's racing, and what would have been for many of them their first glimpse of world champion Alberto Ascari from Italy; the first expectation was amply fulfilled, but unfortunately Ascari had been prevented from coming at the eleventh hour by an edict from Lancia (his present employers), and in his absence G. A. Vandervell scratched both his Thinwall Ferrari and his new Vanwall Special, which Ascari should have driven.

Nor did the rest of the slender Continental entry materialize; Baron de Graffenried was a regretted absentee with his new Maserati and K. Busch did not run with his 500 c.c. Schleicher. Nevertheless, every race was full of incident, and all were eminently successful until the last, and main, event—the *formule libre* race for the Glover Trophy—which suffered badly from non-starters and retirements, and resulted in an at first disputed victory for Ken Wharton in a B.R.M. A disappointing finale, which, however, could not spoil an otherwise extremely successful day.

The first race over the 2.4-mile circuit was the 7-lap Lavant Cup, a scratch race for formula 1 cars. There were seven non-starters, including Ascari and de Graffenried, but thirteen cars faced the starter, among them Reg Parnell's 2½-litre Ferrari, Roy Salvadori's new 2½-litre G.P. Maserati, Macklin with the new 2½-litre H.W.M. and the fast Connaughts of Tony Rolt and Ken McAlpine. From the start Parnell got clear away from Rolt and Salvadori; but the last-named was in second place by the end of the first lap. This order remained unchanged until the sixth lap, when Rolt fell out, the Connaught having sheared its magneto drive; this let McAlpine's similar car into third place with the H.W.M. fourth. P. N. Whitehead's Cooper-Alta (now with engine enlarged to 2½ litres) fell out after only one lap, while Marr's Connaught might have had fourth place but for having spun round on leaving the chicane in mid-race.

Next came the first five-lap Easter Handicap, for the larger sports cars, seventeen of which came to the line. But only sixteen left it, for P. R. Emery had difficulty in starting his new and very Italianate Emeryson coupé (Jaguar XK120 engine in Aston Martin DB3 chassis) and it was pushed away after all the rest had left. E. W. Cuff-Miller led almost throughout in an Allard, but the main interest lay in the meteoric progress through the field of the *Ecurie Ecosse* Jaguar XK120Cs of Rolt and J. R. Stewart; the latter got home by less than 3sec from Rolt, who caught the Allard almost on the line.

The five-lap scratch Chichester Cup *formule libre* event brought out the B.R.M.s of Wharton and Flockhart in addition to Parnell and Salvadori, in a field of twelve. Wharton took the lead just before the first bend, his new short-chassis B.R.M. (with short stub exhaust pipes) making even more noise than the older version; but Ron Flockhart, enthusiasm

A. C. B. Chapman enters St. Mary's Corner in the streamlined Lotus-M.G. during the second Easter sports car handicap — but the car did not reproduce its practice form.

Roy Salvadori positions the new Maserati for Madgwick Corner during the Chichester Cup *formule libre* race.

GOODWOOD—GOOD WEATHER . . . continued

getting the better of discretion, came into the corner too fast on the extreme outside, and the second B.R.M. slid sideways for a long way on the grass before coming to rest broadside on. Meanwhile Wharton pulled away from Parnell's Ferrari and Salvadori brought the Maserati up to second place. This order persisted, but Flockhart made great efforts and brought the second B.R.M. back up to fourth place.

The second sports car handicap saw Tony Crook scoring a deserved win in his Cooper-Bristol from R. D. Steed's J.A.G.-M.G. and Cliff Davis' Tojeiro. The new Lotus, which had gone very fast in practice, was not on form; R. M. Hampton's Austin-Healey hit the fence at the chicane and completed half a lap with one of the boards sticking out from its rear wing.

Tony Rolt won the third handicap, for racing cars, in the repaired Connaught, catching C. J. Hamilton's elderly E.R.A. almost on the line, while Parnell just failed to catch them both in the Ferrari—a fine finish. Frank Kennington (Maserati) had to retire for a very strange reason: his crash helmet came in half, the crown flapping in the breeze for a lap or two!

Now came the turn of the formula 3 brigade, for the Earl of March trophy (a 5-lap scratch race). Les Leston had things virtually all his own way in a new works-entered Cooper; Bicknell's Revis and Don Parker's Kieft fought it out for second place, the former getting the verdict. Fenning's Staride was fourth. A. E. Elliott overturned his Cooper at St Mary's, without serious personal injury; Stirling Moss made his only appearance of the day, in Francis Beart's Cooper, but the engine was lacking its full r.p.m.

The penultimate event was the fourth and last Easter Handicap, again for racing cars. This was fought out between the E.R.A.s of C. J. Hamilton and J. Somervail, the former just getting home by a fifth of a second; Goodhew's Maserati was third. Leston's fast Cooper-J.A.P. retired early, as did E. W. Holt in A. G. Whitehead's E.R.A.; Searles' Rover-B.M.W looked unsteady, then spun round after Woodcote (the braking being uneven), and finally came home last with chronic misfiring—not his day. Incidentally, although the official documents showed Somervail's E.R.A. as receiving a five-second start from Hamilton's, this scribe could have sworn that the reverse was the case.

Then came, at last, the main event: the 21-lap (50.4-mile) Richmond *formule libre* race for the Glover Trophy. Unfortunately the field was decimated by non-starters, and of the 20 entries (plus three reserves) only 11 cars came to the line. But these included both B.R.M.s (although Wharton was now at the wheel of the older car, the new one having developed magneto trouble in the earlier race), the Maserati, the Ferrari and Rolt's Connaught, so an exciting race seemed a certainty. And exciting it was—but not in the expected manner!

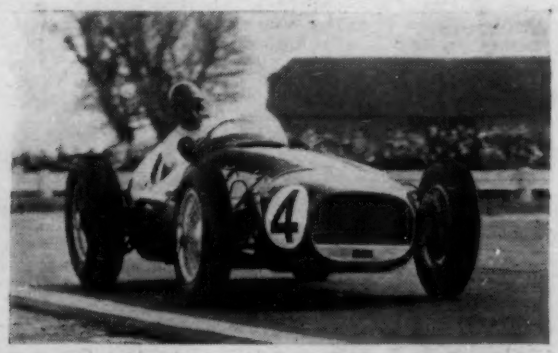
Flockhart led from the start from Wharton, Parnell and Salvadori; but by the end of the second lap Wharton was in the lead, and Salvadori had pushed the Maserati past the Ferrari to lie third. Macklin fell out on the first lap with the H.W.M. (the scavenge pump having failed), and Tony Brooke's older H.W.M. completed only one lap. Three laps, and Salvadori was up on Wharton's tail at Woodcote; Flockhart had dropped back, the second B.R.M. now misfiring—and now Parnell came in slowly to retire, with a selector bent in the Ferrari's gear change. This let Rolt's Connaught into third place—but one more lap and that, too, was out, with a broken rocker! The race was like the ten little nigger boys, for now there were only seven runners left. But the interest was more than fully maintained by Wharton and Salvadori; on each lap the B.R.M. would get away from the Maserati on the straights, only to be caught on the corners. Salvadori tried every move he knew to get past, but Wharton refused to be flustered into letting him. Salvadori was by now waving his arms and shaking his fist, while the two cars almost touched! In addition, he was thumping the Maserati's fuel tank as he passed the pits and pointing to the B.R.M., to indicate that he was almost blinded by fuel blowing back from the leader's car, either from the exhaust pipes or from the tank filler.

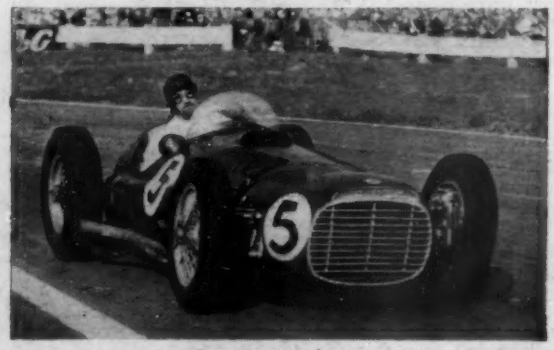
Protest Lodged

Such a struggle could have only one ending, and it came on the nineteenth lap. Salvadori again pushed the Maserati up almost level with the B.R.M. at Lavant Corner; the two cars touched, the B.R.M. swung almost broadside, the Maserati thumped it in the side and also spun—and Wharton straightened his slide out and went away in the lead! Salvadori, despondent and woebegone, restarted and cruised slowly to the pit, there to retire and lodge a protest against Wharton for undue baulking.

Hardly anyone had spared a glance for the rest of the race while this duel persisted; but meanwhile McAlpine had brought his Connaught into second place with a good and effortless drive, while Marr's similar car finished third, ahead of Flockhart in the sick second B.R.M. Naturally, the prize presentation was delayed while the stewards considered the protest against Wharton; but finally it was disallowed and Wharton confirmed as winner of the Glover Trophy. All was well; but the affair made an unhappy ending to an otherwise brilliant day of good racing and close finishes.

(Results on page 582)





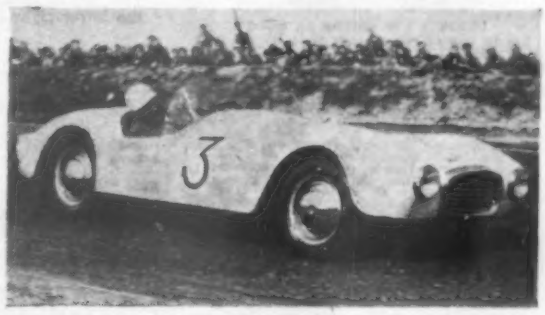
Ken Wharton drove ooth new and old versions of the B.R.M. during the afternoon. With the new short-chassis car (left) he won the Chichester Cup race, and with the older car (right) he gained the verdict in the Richmond race for the Glover Trophy. These are both seen on the same section of the circuit, at Fordwater and Madgwick corners respectively.

A NEW BRANDS HATCHED

S. LEWIS-EVANS WINS MAIN EVENT AND SETS NEW RECORD

NEARLY 40,000 spectators turned out for the first meeting (on Easter Monday) to be held at the newly lengthened Brands Hatch circuit in Kent, and for the first time they saw sports cars as well as formula 3 racing cars in action on this neat little course. Instead of the previous mile, the new course is nearly a mile and a quarter, and competitors now travel clockwise instead of anti-clockwise. The start and finish line is in the same place, but now, after the start, the cars round Paddock bend, streak downhill and up Pilgrims' Rise along the new circuit to Druids' Hill corner (which is a longish hairpin) and down again to rejoin the old circuit. Thereafter it is round the Kidney bend and Clearways to the finish.

On Monday Stuart Lewis-Evans was the star performer, for not only did he win his heat and the final in the open challenge event, but also took the trophy for the senior race and set up what is now the current lap record for the lengthened circuit. It was a very fine effort, and I. L. Bueb did well to take some part in the glamour by holding the lap record until near the end and by giving a very creditable display of driving.



The extension of the Brands Hatch circuit can be seen above, and part of the old course is visible above the hut. The curve at the foot of the hill is now the scene of a considerable number of "incidents." Right : For the first time sports cars used the circuit. This is G. Wicken's Ford Ten-engined Sportsmobile in its first race.

Busy Afternoon

The programme was very full, and although the first race got under way on time at 2 p.m. the last race was not even scheduled until nearly 6.30 p.m. There were three heats and a final for both the open challenge event and the junior race, and in addition there was a race for sports cars up to one and a half litres (a walk-away for Peter Gammon with the M.G.-engined Lotus), a race for the seniors, and a race for formula 3 cars powered by J.A.P. engines. The new circuit was undoubtedly proved a success for, apart from the improvement of an addition in length, there was the provision of an extra sharp rise and downhill slope; yet almost all the course was still visible to spectators on many parts of the course.

The most exciting part of the day's racing was probably the third heat of the open challenge race, when Charles Headland and I. L. Bueb had a tremendous duel. Bueb finally emerged as victor, having been slightly faster on the straights, but it was touch and go until the end—unless it was that Bueb was carefully "slipstreaming" Headland and deliberately waiting for the last corner on the last lap . . .

Another really exciting race was the third heat of the junior race, in which D. G. Walker (Kieft) and P. Jopp (Emeryson) also had a great fight, this time for second place behind the Cooper of A. Cowley. Jopp pressed really hard throughout the race until, on the very last lap, he was a little too ambitious. He kept on the course but spent some time with two wheels on the grass; this lost him any chance of second place and, at the end of the lap, he was pipped for third place by the Cooper of R. Mackenzie-Low.

In the final of the open challenge race R. K. Tyrrell, Headland and S. Lewis-Evans had a three-cornered battle that was really worth watching, and Lewis-Evans, after pressing Tyrrell hard and long, slipped by superbly on the bend that followed the lower straight (after the new loop) to take the lead. In the junior final Cowley was never really matched by his opposition, and D. G. Walker had an even more comfortable second place. (Two more seniors for the next meeting.) The senior race, which had no heats, was certainly exciting, for about six cars were nose to tail for most of its length, with S. Lewis-Evans pulling it off yet again; and at the finish the field was set for the last race of the day, the Easter Sprint for cars powered by J.A.P. single-cylinder engines. It was a good race, with the Emeryson of J. Caddey as victor.

Although the weather got a little windy towards the end, the drivers certainly retained their verve, and this first meeting of the season at Brands was an excellent formula 3 occasion.

Provisional Results on page 582.

S. Lewis-Evans, driving a works Cooper with a Norton engine, set up a new lap record and drove splendidly to win three races.

MORE EASTER SPORT—AND RESULTS

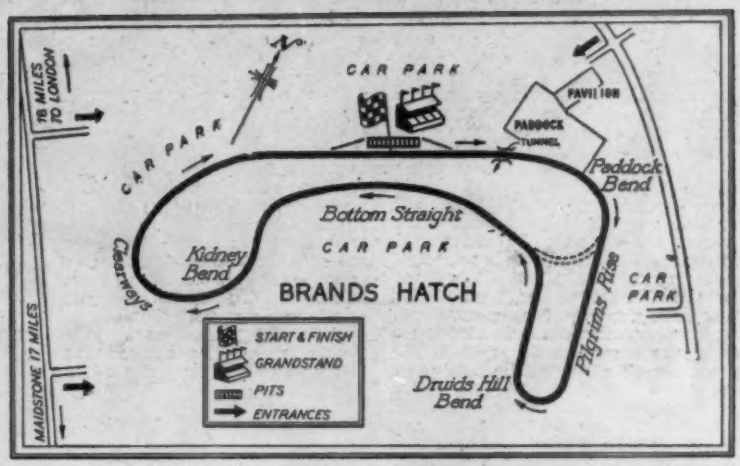
BRANDS HATCH

PROVISIONAL RESULTS

Open Challenge Race (7-lap heats, 10-lap final): Heat 1: 1, Cooper-Norton (S. Lewis-Evans), 65.84 m.p.h.; 2, I.E.R. Midget (I. E. Raby); 3, Cooper-J.A.P. (C. M. Lund). **Heat 2:** 1, Cooper-Norton (R. K. Tyrrell), 67.0 m.p.h.; 2, Kieft-Norton (J. P. Westcott); 3, Cooper-Norton (D. F. Truman). **Heat 3:** 1, Cooper-Norton (I. L. Bueb), 67.29 m.p.h.; 2, Martin-Headland (C. D. Headland); 3, Staride-Norton (A. Loens). **Final:** 1, Cooper-Norton (S. Lewis-Evans), 69.06 m.p.h.; 2, Cooper-Norton (R. K. Tyrrell); 3, Martin-Headland (C. D. Headland).

Junior Race (7-lap heats, 10-lap final): Heat 1: 1, Staride-Norton (R. A. Anderson), 64.91 m.p.h.; 2, Emeryson-Norton (A. J. Barrett); 3, Staride-Norton (A. Eccles). **Heat 2:** 1, Martin-Norton (W. H. Lowe), 63.59 m.p.h.; 2, Cooper-J.A.P. (N. G. Hill); 3, G.H.S.-J.A.P. (C. W. A. Hayward). **Heat 3:** 1, Cooper-Norton (A. Cowley), 66.57; 2, Kieft-Norton (D. G. Walker); 3, Cooper-Norton (R. Mackenzie-Low). **Final:** 1, Cooper-Norton (A. Cowley), 67.21 m.p.h.; 2, Kieft-Norton (D. G. Walker); 3, Staride-Norton (R. A. Anderson).

Sports Cars up to 1,500 c.c. (25 laps): 1, Lotus-M.G. (P. D. Gammon), 63.65 m.p.h.; 2, Lister-M.G. (J. Sears); 3, Riley (A. J. Nurse). **Senior Race (10 laps):** 1, Cooper-Norton (S. Lewis-Evans), 70.06 m.p.h.; 2, Cooper-Norton (R. K. Tyrrell); 3, Cooper-Norton (I. L. Bueb). **Easter Sprint (10 laps):** 1, Emeryson-J.A.P. (J. Caddey), 65.53 m.p.h.; 2, Arnott-J.A.P. (P. Thornton); 3, Kieft-J.A.P. (C. O. Summers). **Fastest lap (new lap record):** Cooper-Norton (S. Lewis-Evans), 71.54 m.p.h.



The new layout of the Brands Hatch circuit; the additional loop can be seen in the lower right-hand corner. The circuit, now covered in a clockwise direction, measures 1·24 miles to the lap.

GOODWOOD

RESULTS (lap distance 2.4 miles)

Lavant Cup (7 laps, formula 1): 1, Ferrari 2,490 (R. Parnell), 11m 21.4s, 88.77 m.p.h.; 2, Maserati 2,493 (R. Salvadori), 11m 22s; 3, Connaught 1,960 (K. McAlpine), 11m 51.4s. **Fastest lap:** tie between Parnell and Salvadori, 1m 36.2s, 89.81 m.p.h.

Chichester Cup (7 laps, formula libre): 1, B.R.M. 1,487 s (K. Wharton), 8m 7.2s, 88.70 m.p.h.; 2, Maserati 2,493 (R. Salvadori), 8m 7.6s; 3, Ferrari 2,490 (R. Parnell), 8m 8.4s. **Fastest lap:** tie between Wharton, Salvadori, Parnell and Flockhart (B.R.M.), 1m 35.6s, 90.38 m.p.h.

Earl of March Trophy (5 laps, formula 3): 1, Cooper-Norton (L. Leston), 8m 48.2s, 82.19 m.p.h.; 2, Revis-Norton (R. G. Bicknell), 8m 49.4s; 3, Kieft-Norton (D. Parker), 8m 49.8s. **Fastest lap:** Leston, 1m 43.6s, 83.40 m.p.h.

Richmond Race for the Glover Trophy (21 laps, formula libre): 1, B.R.M. 1,487 s (K. Wharton), 35m 0s, 86.40 m.p.h.; 2, Connaught 1,960 (K. McAlpine), 35m 40s; 3, Connaught 1,960 (L. Marr), 36m 0.4s; 4, B.R.M. 1,487 s (R. Flockhart), 36m 8s; 5, Cooper-Alta 2,500 (P. N. Whitehead), 1 lap behind. **Fastest lap:** tie between Wharton and Salvadori (Maserati), 1m 37.8s, 88.34 m.p.h.

Handicaps (5 laps each): First, sports: 1, Jaguar 3,442 (J. R. Stewart), h'cap 15s, 9m 26.2s, 82.11 m.p.h.; 2, Jaguar 3,442 (A. P. R. Rolt), 10s, 9m 29s; 3, Allard 3,917 (E. W. Cuff-Miller), 9m 29.1s. **Second, sports:** 1, Cooper-Bristol 1,971 (T. A. D. Crook), 6s, 9m 44.2s, 81.50 m.p.h.; 2, J.A.G.-M.G. 1,467 (R. D. Steed), 31s, 9m 48.8s; 3, Tojeiro, 1,971 (F. C. Davis), 6s, 9m 58.2s. **Third, racing:** 1, Connaught 1,960 (A. P. R. Rolt), 8s, 9m 18.8s, 87.28 m.p.h.; 2, E.R.A. 1,488 s (C. J. Hamilton), 72s, 9m 19.4s; 3, Ferrari 2,490 (R. Parnell), scr., 9m 20.4s. **Fourth, racing:** 1, E.R.A. 1,488 s (C. J. Hamilton), 58s, 9m 18.2s, 78.46 m.p.h.; 2, E.R.A. 1,488 s (J. Somervail), 63s, 9m 18.4s; 3, Maserati 1,490 s (J. Goodhew), 38s, 9m 30.4s.

TRENGWAINTON

PROVISIONAL RESULTS

Fastest time of the day: Cooper-Bristol 1,971 c.c. (D. Watts), 25.57s.

Sports cars 751 to 1,300 c.c.: 1, Morris Spl 1,086 (W. A. Cleave), 25.84s; 2, Ford Spl 1,172 (G. Berry), 27.66s; 3, M.G. 1,250 (R. G. Hughes), 27.96s. **1,301 to 2,000:** 1, Cooper-Bristol 1,971 (D. Watts), 26.05s; 2, Dellow 1,172 s (D. Scobey), 27.4s; 3, Triumph 1,991 (P. J. Claig), 27.6s. **Over 2,000:** 1, Allard 3,917 (G. Scall), 26.45s; 2, Jaguar 3,442 (D. Watts), 26.84s; 3, Austin-Healey 2,660 (H. G. W. Kendrick), 27.1s. **Open:** 1, Cooper-Bristol 1,971 (D. Watts), 25.57s; 2, Morris Spl 1,086 (W. A. Cleave), 26.2s; 3, Allard 3,917 (G. Scall), 26.59s.

500s at Brough

THE races for formula 3 cars which formed part of the Blackburn Welfare M.C. motor cycle race meeting at Brough, in Yorkshire, on Easter Saturday, were closely fought with good finishes. A crowd estimated at 22,000 strong watched the meeting; the star was S. Lewis-Evans with his works-entered Cooper-Norton. Unfortunately J. Higham had the misfortune to break a con-rod in the Norton engine of his Kieft on the last lap of the scratch race final when well placed, the resultant damage to the unit being very extensive.

RESULTS (lap distance 1.17 miles)

Scratch Race: Heat 1 (7 laps): 1, Kieft (J. Higham); 2, Emeryson (J. P. Ferguson); 3, Flather Steel Spl (W. G. Harris); 4, Cooper (E. L. Thornton). **Heat 2 (7 laps):** 1, Cooper (S. Lewis-Evans); 2, Martin-Headland (C. Headland); 3, Staride (A. A. Butler); 4, Cooper (W. Howard). **Final (10 laps):** 1, Cooper (S. Lewis-Evans); 2, Martin-Headland (C. Headland); 3, Cooper (W. Howard).

Handicap Race: Heat 1 (7 laps): 1, Cooper (S. Lewis-Evans); 2, Cooper (S. Eloor); 3, Martin-Headland (C. Headland); 4, Cooper (W. Hirons). **Heat 2 (7 laps):** 1, Cooper (M. Garner); 2, Cooper (E. L. Thornton); 3, J.P. (G. H. Brown); 4, Cooper (R. T. Spreckley). **Final (7 laps):** 1, Cooper (R. Parker); 2, Cooper (S. Lewis-Evans); 3, Cooper (J. Nicholson).

Lydstep Hill-climb

A CROWD of over 1,500 spectators watched the Pembrokeshire M.C. Lydstep hill-climb on Easter Saturday; the weather was good, there was a record entry of over 70 cars, and five class records went by the board in the course of a good afternoon's sport. Star performers included Tony Marsh, who put up f.t.d. in his Cooper 1,100, C. H. Threlfall with his Lea-Francis-engined Turner sports car, and J. Moore, who won three classes with his Morgan Plus Four. Although a total of 143 climbs were made, the meeting finished in good order by 6.30 p.m.

PROVISIONAL RESULTS

Graham Ace Cup (f.t.d.): Cooper 1,100 c.c. (A. Marsh), 31.6s.

Fastest time by lady driver: Dellow (Mrs. R. Lowe).

Sports cars: Up to 1,100 c.c.: 1, Lotus 1,098 (M. Tew), 39.6s; 2 (tie), Nordec Spl. 1,091 (D. Evans) and A.K.H. 1,099 (A. K. Howarth), 40.1s. **1,101 to 1,500 and 501 to 1,100 s:** 1, Turner-Lea-Francis 1,500 (C. Threlfall), 35.4s; 2, M.G. 1,200 (C. Davies) 35.8s; 3, Killeen 1,467 (E. J. Newton), 37.2s. **1,501 to 2,000:** 1, Turner-Lea-Francis 1,500 (C. Threlfall), 35.2s; 2, Morgan 1,991 (J. Moore), 35.4s; 3, Dellow 1,172 (A. Marsh), 35.6s. **2,001 to 3,000 and 1,501 to 2,000 s:** 1, Morgan 1,991 (J. Moore), 35.5s; 2, Austin-Healey 2,660 (G. L. Corbett), 36.4s; 3, Triumph 1,991 (J. Bosisto), 36.5s. **Over 3,000:** 1, Morgan 1,991 (J. Moore), 35.1s; 2, Jaguar 3,442 (J. Cuff), 36.4s; 3, Jaguar 3,442 (G. E. Davies), 36.8s.

M.G.s up to 1,500 c.c.: 1, TD 1,250 s (R. H. Parkin), 37.3s; 2, TC 1,250 (H. E. Hardman), 41s; 3, TD 1,250 (J. F. Thomas), 43s.

Saloon cars (handicap): 1, Morgan (J. Moore), 35.1s; 2, Standard (J. F. Livingstone), 38.5s; 3, Allard (H. A. Thomas), 41.9s.

Racing cars: Up to 500 c.c.: Cooper 497 (C. A. N. May), 32.5s. **501 to 1,100:** 1, Cooper 1,100 (A. Marsh), 31.6s; 2, Cooper 998 (A. Pitt), 36.9s.

The Circuit of Ireland was another Easter event. Here Miss Mary Walker (winner of the Ladies' Prize in the recent R.A.C. Rally) is seen signing on at the start on the bonnet of her Triumph TR2, watched by her co-driver, Miss M. I. Dodds. An illustrated report of the event will be published in next week's issue of *The Autocar*.

Highland Three Days

THE Scottish Sporting Car Club once more held its annual Highland Three Days rally last weekend. The principal results are shown below; an illustrated report of the event will appear in next week's issue of *The Autocar*.

RESULTS

George Hendry Trophy (best performance): H.R.G. (J. N. Marshall), 130.4 marks lost.

Class Awards: Open cars: Morgan (H. F. Sturrock), 148.2. **Saloon cars up to 950 c.c.:** Morris (R. M. Menzies), 172.2. **951 to 1,600:** Ford (R. D. Macpherson), 169; **Unlimited:** Aston Martin (T. H. Legget), 150.6.

Ladies' Award: Morgan (Miss A. Neil), 174. **Team Award:** Aston Martin (T. H. Legget), Singer (J. A. Morrison) and M.G. (G. T. Gibson).

Flashback to Syracuse: (above) Gonzalez sits disconsolate on the wall after the crash in which both his and Hawthorn's Ferraris caught fire (left). Hawthorn is making good progress towards recovery from his burns.

THE SPORT . . . . . By J. A. Cooper

ON the whole the Easter Monday Goodwood meeting was excellent in every way, and there were some really remarkably close finishes in both scratch and handicap events. It was a pity, therefore, that the main event should prove such an anti-climax, through circumstances almost beyond the control of the organizers. I say almost, because in my view it is a mistake to make the major event at a meeting one which is run under *formule libre* rules now that a good selection of 2½-litre and fast 2-litre cars is available for a formula 1 race. The *formule libre* event is more likely to produce the kind of difficulty that arose at Goodwood, because of the presence of cars with approximately the same overall lap times but widely differing performance characteristics; also, of course, it may tend to favour the more powerful cars built to the requirements of the previous and now obsolete formula 1.

It is always difficult, if not impossible, to pass judgment on an individual case where baulking is alleged. Obviously, the driver of the faster car on the straight feels that if he has his nose into the subsequent corner first, it is his corner; equally obviously, he is using the same piece of road round the corner that his rival needs and it is going to be difficult indeed for the latter to pass. The narrow width of the passage through the chicane at Goodwood does not help, either. In these circumstances it is impossible to grumble at being baulked on one lap or two; but if it occurs lap after lap, especially if—purely as a generalization—there may be even the faintest suspicion that it is being done deliberately, then I think that the act of giving the man behind a fair chance to pass in a corner becomes less a matter of sporting goodwill and almost, perhaps, a moral obligation.

WHETHER or not Salvadori could have stayed in front had he got there is anybody's guess; I think it is quite possible, especially as the lap times in that race were slower than in the previous events involving the same cars. But, for the reasons outlined above, I do not think that Salvadori's protest was frivolous; it was, naturally, given full consideration by the stewards before being turned down. It is a pity that Ascari and de Graffenried were not also in the race to liven things up still further and make the struggle four-handed!

It must always be remembered that when drivers are not just racing for fun with their own cars, but are engaged by firms or racing stables to do their best to ensure victory, they bear a great added sense of responsibility. On the whole this is a good thing, for it sharpens the competition (quite apart from providing better and faster cars). Anyway, this particular example is now over and done with; let us hope that the same sort of thing does not readily occur again.

THE new short-chassis B.R.M. is obviously a considerable advance on the earlier model; it handles better and is much lighter. Wharton certainly handled it with his usual brilliance, and in practice put up the fastest lap of the meeting, in 1m 35s (90.95 m.p.h.). It is a pity that it developed magneto trouble at Goodwood, especially after the personnel had worked very hard to get the two cars ready for the meeting; many of their spare parts and other equipment did not arrive back from New Zealand until only twelve days before this meeting. But it seems, perhaps, strange that the sponsors are spending so much time and trouble on the development of this version when the crying need is for the new formular 1 car which is said to be in course of design and construction by the stable; after all, there is little international prestige to be gained in the present-day *formule libre* events. It is to be hoped that the new project, if it is to be a serious contender, is being pushed forward with all speed; even firms like Mercedes have been known to withdraw for a year to give all their attention to future designs.

IN France, the Pau G.P. on Easter Monday resulted in a surprise victory for Jean Behra, driving a Gordini. He just managed to overtake Trintignant (Ferrari), who had led for most of the way, a few laps from the end, and won by 30 yards. The Maserati of Roberto Mieres was third, three laps behind the leaders. Gonzalez' Ferrari broke its steering early in the race, and in avoiding it Eugene Martin's Gordini crashed through the straw bales, injuring four spectators. Neither driver was hurt, but both were out of the race. The circuit at Pau is short and twisty, conditions which may tend to favour the light and manœuvrable Gordinis.

RESULT (race duration 3 hours)

1, Gordini 2.500 (J. Behra), 187.8 miles (109 laps of 1.72-mile circuit), 62.62 m.p.h.; 2, Ferrari 2.490 (M. Trintignant); 3 Maserati 2.493 (R. Mieres), 3 laps behind; 4, Gordini 2.500 (E. Bayol), 4; 5, Ferrari 2.490 (G. Farinal, 4; 6, Ferrari 2.490 (L. Rosier), 5. **Fastest lap:** Behra, 1m 35.3s, 64.96 m.p.h. **Also started:** Gordini (Martin), Ferrari (Gonzalez), Ferrari (Manzon), Maserati (Schell), Maserati (Marimon).

A PLEASANTLY informal ceremony took place at the R.A.C. on Wednesday evening of last week, at which the Sir Malcolm Campbell Memorial Trophy, the R.A.C. Hill Climb Championship Trophy and the R.A.C. Trials Championship Trophy were presented to their respective winners by Earl Howe. The first of these is awarded annually by the R.A.C. to the British driver (or drivers) making the most outstanding performance of the year in a British car in any form of car competition: it was presented to the club in 1950 by Donald Campbell, son of the late Sir Malcolm Campbell, in memory of his father. For 1953 it was awarded to A. P. R. Rolt and Duncan Hamilton, for their win at Le Mans in a Jaguar at 105.85 m.p.h.—the first time that this famous race had been won at

THE SPORT . . . . . continued

over 100 m.p.h. Incidentally, this is the third time (out of the four years in which this award has now been made) that a Jaguar car has figured in the principal position.

The Hill Climb Championship Trophy went to Ken Wharton (who drove Cooper-J.A.P. and E.R.A. cars) for the third year in succession; in honour of this feat (and also the fact that Wharton completed a similar hat trick in the Trials Championship in 1948-49-50) the R.A.C. additionally presented him with an engraved stopwatch of great magnificence and complexity. Earl Howe remarked humorously, when making the presentation, that perhaps it would enable him accurately to time his laps next time he went to New Zealand—a reference to the dissension that arose about the result of the Auckland race there in January.

The Trials Champion for 1953 was R. W. Phillips, driving his home-constructed trials car Le Tout (French, apparently, for "the lot"). The presentation was made jointly to him and his wife Betty; appropriate, for she accompanies him on all his trials ventures and some, to say the least, of the credit in trials performances must go to the intrepid and gymnastic passengers, who by strategic bouncing assist in maintaining rear wheel adhesion at crucial moments.

AFTER the presentation ceremony, Hamilton and Rolt gave me some interesting sidelights on the Empire Trophy race at Oulton Park. Hamilton's Jaguar XK120C, like those of the *Ecurie Ecosse*, was disc-braked; but some fault developed in the system which rendered the brakes virtually inoperative on left-hand corners. Consequently, on each lap Duncan had to shut off at the left-hand bend under the bridge at the top of Clay Hill, and wait until the car was straight again, before braking for Druid's Corner—and even then the brakes required sometimes four and sometimes more pumps before results were achieved. This must have been more than a little unnerving at times! Rolt, who led from Hamilton at the start of the heat, had an intermittent misfire develop in his XK120C, which dropped him back; as previously reported, he sportingly stood down in the final to allow Ninian Sanderson (who had gone so well in the heat only to crack the sump of his car on the lap after the finish) to drive his (Rolt's) car, the misfire now cured. Ninian's misfortune perfectly illustrates the danger of relaxing after crossing the finishing line; he told me that he engaged top gear on the run down to the Cascades after the heat was over (which he had not done during the race), glanced down at the instruments for a final check of oil pressure and so on, and looked up again to realize with horror that the corner was upon him, he was going much too fast, and was in the wrong gear to do anything about it in a hurry! He therefore let the car run wide into the sandbank on the outside, and by very bad luck there was a stone of some size buried therein which cracked the sump and let all the oil out; as this was the last heat there was a bare half-hour to go before the start of the final—not long enough for even an emergency repair.

SAD news from Ulster: in spite of considerable effort, the Ulster A.C. have not found it possible to arrange for adequate financial support to justify the holding of the Ulster Trophy race on the Dundrod circuit on May 22. The club is considering the possibility of staging a lesser event later in the year. Last year's race cost in all over £8,000 to run, and it may come as a sobering shock to some to learn that over half this amount was represented by starting money and expenses paid to competitors. The club received grants from a newspaper and from the Ulster Tourist Board, but even so there was an overall loss of over £800. Dundrod is, of course, at a disadvantage in that as a genuine road circuit over what are normally public roads (not all in a park or on private land) it is well-nigh impossible for the organizers to collect much in the way of gate money from spectators.

ENTRIES are coming in well for the *Daily Express* International Trophy meeting at Silverstone on May 15, and, indeed, the problem in the sports car race is apparently to know whom to leave out. Among the applications so far received are two Oscas (Ken Wharton and Peter Reece), two works-entered Jaguars (Moss and Rolt), the *Ecurie Ecosse* Jaguars, and the first three cars from the Empire Trophy race: Alan Brown's Cooper-Bristol, Salvadori's Maserati and Gammon's Lotus-M.G. Moreover, the Aston Martin-Lagonda firms will be represented by a team of Aston Martin DB3S cars and the first 4½-litre Lagonda of the new Le Mans design (see page 560). In the touring car race Ian Appleyard is going to try his 'prentice hand at racing with a Jaguar Mark VII saloon, while among the racing cars there should be the new formula 1 Maseratis of Salvadori and Moss against strong Ferrari opposition (it is hoped, including works-entered cars) and others. A sports works-entered Ferrari is also by no means an impossibility.

Obviously, this is a meeting which should not be missed; as applications for tickets are already flooding in, write now to the Trophy Office, *Daily Express*, Fleet Street, London, E.C.4.

AMONG the entries for the Aston Martin O.C. National Spring Meeting at Snetterton tomorrow are those of a B.R.M. (Wharton or Flockhart), a Maserati (Salvadori), the Connaughts of Boulton and Marr, Peter Whitehead's Cooper-Alta and the Cooper-Bristols of T. A. D. Crook and A. P. O. Rogers. In addition there are the E.R.A.s of A. G. Whitehead, Birrell, Wilkinson, Lewis and Somervail, all of which are entered for the E.R.A. Anniversary Trophy opening contest as well as for the main *formule libre* race. There are 47 entries for the sports car events, including DB2, DB2-4 and DB3 Aston Martins. The first race is at 11.30 a.m.; Snetterton circuit is just north of Thetford, on the main road to Norwich.

FORTY-ONE competitors in the old-established Cockshoot Cup trial started from the yard of the Ram's Head Hotel, Disley, on Sunday, April 11. The cars and route were different from what spectators had been accustomed to expect in this once tough trial, but in spite of the fact that the entry consisted almost entirely of family saloons, the spirit of the competitors and officials remained the same.

After two sections which were within a few miles of the start, the route led competitors up the long climb of the Snake Pass to just beyond Bamford, where there was a timed test on a loose surface. Then the section at Bubnell Wood caught about half the entry, as it was not so easy to reverse on an adverse camber which had a sticky surface.

PROVISIONAL RESULTS

Cockshoot Challenge Cup: Ford 1,172 c.c. (K. Scales), 167.3 marks lost. **Twyford Trophy:** Morgan 2,088 (E. W. Sneath), 167.9.

Class Awards: A1 and A2 combined: Dyna Panhard 610 (Miss J. Twyford), 175.6. **B1:** Austin 1,200 (J. H. Taylor), 175.6. **B2:** M.G. 1,250 (R. A. Hopkinson), 169.8. **C1 and C2 combined:** B.M.W. 2,000 (G. Smithies), 170.

Team Prize: "Mixed Bag": Ford 1,172 (K. Scales), Morgan 2,088 (E. W. Sneath), M.G. 1,250 (R. A. Hopkinson).

COMING SHORTLY

APRIL 23-24.—Sunbeam-Talbot O.C. Welsh Mountain Rally.
24.—Aston Martin O.C. Spring race meeting, Snetterton, near Thetford, Norfolk, 11.30 a.m.
24.—Pathfinders and Derby M.C. Midlands Rally, Charles Cotton Hotel, Hartington, Derbyshire, 10 a.m.
24.—Scottish M.R.C. Race meeting, Beveridge Park, Kirkcaldy, Fife, 2 p.m.
24-25.—Hants and Berks M.C. Riverside Rally, Phyllis Court Club, Henley-on-Thames, Oxfordshire, 7 p.m.
24-25.—Wirral Hundred M.C. Wallasey Rally, No. 1 car park, New Brighton Promenade, Wallasey, Cheshire, 10 p.m.
25.—Lancashire and Cheshire C.C. Derbyshire Trial, Bull i' th' Thorn Hotel, Hurdlow, near Buxton, Derbyshire, 10.30 a.m.
25.—Coventry and Warwickshire M.C. T. G. John Cup Rallyette, Sportsman's Arms Hotel, Allesley, near Coventry, 12 noon.
25.—Plymouth M.C. Ladies' Day Rally, Elfordleigh Hotel, Plympton, Devon, 2.30 p.m.
25.—Riley M.C. (N.E. Centre). Map reading trial, Paragon Motor Co., 5, New York Road, Leeds, 2 p.m.
25.—North London M.C. Novelty Competition, Odeon Garage, Great North Road, Underhill, Hertfordshire, 2.15 p.m.
25.—Citroen C.C. Treasure hunt, Ace Service Station, North Circular Road, London, N.W.10, 2 p.m.
25.—Bentley D.C. (Scottish Region). Scottish Lothians Rally, Melville Castle Hotel, Eskbank, near Edinburgh.
25-May 1.—Tulip Rally, Holland.
28.—Association of Northern Car Clubs. Meeting, Grand Hotel, Manchester, 7.30 p.m.
29-May 1.—Isle of Wight C.C. Rally and hill climb, The Parade, West Cowes, 7 p.m.
MAY 1.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.
1.—Vintage S.C.C. Race meeting, Silverstone, near Towcester, Northamptonshire, 12.15 p.m.
1.—Torbay M.C. Torbay Rally, starting from Plymouth, Taunton and Torquay.
1-2.—Mille Miglia, Italy.
1-2.—Marseilles race meeting, France.
1-2.—Sunbac. Llandudno Rally, Lyttelton Arms, Hagley, Worcestershire, 8 a.m.
2.—Southsea M.C. Timed trials, R.A.F. Station, Thorney Island, near Emsworth, Sussex, 2 p.m.
2.—Allard O.C. Rally, King's Head, Capel, Surrey, 12 noon.

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Another in Black—Similar mileage.

1951 **FORD** Pilot Saloon. Black with Beige Leather. Fitted Radio and Heater. 20,000 miles **£435**

1953 **ARMSTRONG SIDDELEY** Whitley Saloon. Grey with Blue Leather. 14,000 miles **£895**

1952 **AUSTIN** A90 Atlantic Sports Saloon. Black with Red Leather. Fitted Radio and Heater. 18,000 miles **£695**

1952 (Oct.) **AUSTIN** A70 Hereford Saloon. Black with Brown Leather. Fitted Heater. 21,000 miles **£625**

1952 **WOLSELEY** 6/80 Saloon. Green with Green Leather. Fitted Radio and Heater. 13,000 miles **£645**

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1952 **HUMBER** Hawk Mk. IV Saloon. Dual Grey with Red Leather. Fitted Radio and Heater. 12,000 miles **£795**

1949 (Dec.) **HUMBER** Hawk Mk. III Saloon. Black with Brown Leather. Fitted Radio and Heater. 26,000 miles **£535**

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B. J. Smith suffers a minor blow-up on the last bend of the Pembrokeshire Motor Club's hill-climb at Lydstep on Easter Saturday.

CLUB NEWS

Westmorland M.C.—The Spring Regularity Trial, held on Sunday, April 11, covered 100 miles over minor roads in Westmorland. Provisional results are as follows: **Quirk Trophy:** Ford (W. M. M. Tyson). **First-class Awards:** M.G. (K. M. Baldwick), M.G. (J. M. Nuttall). **Second-class Awards:** Morris (K. O'Loughlin), Lancia (D. A. Varty). **Team Award:** M.G. (K. M. Baldwick), Morgan (C. Hall), Morgan (C. Rigg).

Isle of Wight C.C.—At 2.30 p.m. on Sunday, April 11, 29 cars set off from Shanklin car park, at one-minute intervals, on the Wooldridge Trophy. The route was over second- and third-class roads and led through some of the island's most beautiful scenery.

Results: 1, Ford Zephyr (B. Hart), 8 marks lost; 2, Wolseley (J. Allen); 3, Standard Vanguard (W. Chick).

Welsh Counties C.C.—Included in the B.T.D.A. Silver Star rally competition, the May Rally will be held on May 2 and will cover a course of 80-100 miles; special tests will be held at a point on the route. Regulations are now available from C. G. Palmer, c/o Tubo Metal Products, Ltd., Treforest Trading Estate, Pontypridd. Invited clubs are: S. Wales A.C., Bugatti O.C., Riley M.C., M.G.C.C., Barry A.C., Hertfordshire M.C. and Pembrokeshire M.C.

London M.C.—In addition to those results published in the report of the Little Rally (*The Autocar, April* 16), the following results have been announced:

Team Award: 1, Triumph 1.991 (J. King, D. J. Isaacs and L. J. Brisacher, and C. J. Toomer); 2, Morgan 2.088 (H. M. Denton), Allard 3.917 (P. Homes), Triumph 1.991 (T. A. Parkes).

B.A.R.C.—A navigation-cum-map-reading competition, entitled "March Hare," was held by the East Sussex branch on April 3. The event attracted 29 entries and the route was divided into halves. The first section, Newhaven to Frant, entailed an average of 30 m.p.h. over the 41 miles. At Frant a compulsory half-hour wait ensured that the subsequent section was covered in the dark. This included four checks, to be visited in order, and a test, the time for which was to be used in deciding ties. Curiously enough, as the marshals at one control closed down for the night, another set moved in from another club. Further evidence of an over-crowded calendar!

Results: 1, Hillman Minx (M. J. Hughes), 29 marks lost; 2, Jowett Javelin (D. Keen), 56 marks lost. **First Class Awards:** Ford Zephyr (K. Strudwick), M.G. TD (W. G. F. Swayne), Jowett Javelin (W. T. Robins)

Wolverhampton and S. Staffordshire C.C.—Regulations are available for the night navigation rally to be held on May 1. The route will cover 210 miles over a secluded route and will include driving tests, time keeping, and an examination of the car for condition immediately upon arrival at the final control. Only unsupercharged sports and touring cars are eligible. The closing date for entries will be April 26—first post.

Forces M.C.—Regulations are available for the Regularity Rally to be held on May 8 in conjunction with the Bentley Drivers' and Vintage Sports Car clubs. The event will start and finish at Tidworth. The route will cover about 75 miles and entries should reach Major H. G. M. Williams, T.D., 15, Lambdown Terrace, Perham Down, Tidworth, Hampshire, not later than April 24.

Cemian M.C.—Thirty-six members turned up for the driving tests, held on private ground near Abridge, Essex, on April 4. There were five tests, the first of which was a Le Mans start and stop with the left side wheel in a small box, at which the fastest time was made by B. D. Frost's M.G. TC in 7.2s. The last test was a ½-mile acceleration on an uphill, twisting course. The six fastest, excluding handicap, were chosen to compete for f.t.d. This was achieved by P. Agg (Triumph TR2) in 43s, beating A. Bolsom's Austin-Healey by six-tenths of a second.

Results: President's Cup. Austin Special (H. Cocker). **Spring Trophy: best performance, open class:** Morris Minor (J. D. Frost). **Ladies' Award:** Morris Minor (Mrs J. D. Frost). **Awards of Merit: Open class:** M.G. TC (B. D. Frost), M.G. TD (G. N. Tughan). **Closed class:** Ford Popular (A. Boyd-Carpenter), M.G (S. Channon), Riley Kestrel-Sprite (J. Bergin).

Sporting O.D.C.—The second Autocross of the season was held on April 11 near the London Gliding Club's grounds on Dunstable Downs. The dusty track, hardened by the sun, made a spectacle reminiscent of a Californian "hot-rod" get-together. The interesting outcome was that E. A. Rumfitt's DB2 Aston Martin made f.t.d., beating the specials.

Results: F.t.d.: Aston Martin (A. E. Rumfitt), 43.4s. **Fastest M.G.:** D. E. Weir-Rhodes, 45.4s. **Class 1:** Austin 7 (D. A. Furzey), 52.6s. **Class 2:** Overton Special (N. Overton), 43.6s. **Class 3:** H.R.G. (P. Harper), 43.5s. **Class 4:** Jagsatti (A. E. Rumfitt), 43.6s. **Class 5:** Renault (D. W. Price), 51.2s. **Class 6:** Volkswagen (R. E. Owen), 48.0s. **Class 7:** no entries. **Class 8:** Aston Martin DB2 (A. E. Rumfitt), 43.4s.

Plymouth M.C.—Regulations are available for the annual Presidential Trophy rally on June 25-27, which has been granted a National permit this year and also becomes a qualifying event for the B.T.D.A. Rally Gold Star. The three starting points are Plymouth, Salisbury and Bristol, and the route covers 400 miles and includes nine or ten tests.

Leicestershire C.C.—The Sporting Trial for the Browett Trophy, held on Sunday, March 21, started from Lowesby Station and continued to Burrough Hill where eight observed sections had been arranged. Provisional results are as follows:—

Browett Trophy: Dellow (J. L. Thompson), 17 marks lost. **First-class Award:** Dellow (W. E. Wykes), 30 marks lost. **Second-class Award:** W. H. O. Special (W. H. Green), 34 marks lost.

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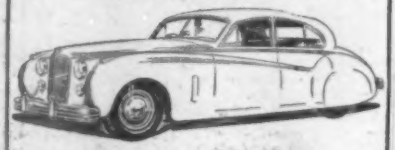

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'The Autocar,' 26 March 1954

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IN BRIEF

A Regent lubrication service week will be held by Motor Distributors, Ltd., of Leeds, commencing on April 26.

A new edition of a folder of road distances in Great Britain has been published by the Royal Insurance Co., Ltd., of 1, North John Street, Liverpool, 2. It is available free on request to the company.

An Armstrong Siddeley sales and service week is being held by Henlys, Ltd., in Manchester, during the week commencing April 26. There will be a special Armstrong Siddeley display in their Peter Street showrooms.

Mr. Neil Mitchell, A.M.I.M.I. has resigned his position as commercial manager of the Measham Organization and has become general manager of Strakers (Newcastle), Ltd., of Market Street, Newcastle-upon-Tyne, 1.

A new service station, incorporating Castrol lubrication facilities, is being opened by Wade Auto Services, Ltd., at 63, North Acton Road, London, N.W.10. It is intended to serve vehicle owners in the Park Royal estate area.

Mr. Reg Parnell, the racing motorist, has now taken on additional duties to assist British Belting and Asbestos, Ltd. in the testing of Mintex clutch and brake linings. He will advise the company on what cars are most suitable for the testing of certain types of liners and will undertake the actual test work.

Split threads in a hinged tool are used in this thread restorer. (See below.)

A new bolt thread restorer, the Bolt Saver, made by Lawrence Edwards and Co., Commercial Buildings, Oxford Street, Kidderminster, has split threads in a hinged tool. Damaged threads are restored by rolling the displaced metal back into place, not by cutting. There are three versions, for Whitworth, B.S.F. and S.A.E. threads, to take all bolts between ¼in and ¾in, in $\frac{1}{16}$in steps.

Two accessory cabinets, called Dispensers, have been introduced by Kerry's (Great Britain), Ltd., Warton Road, Stratford, London, E.15. The smaller ones (Type A) are steel cabinets, cream enamelled, and mounted on castors so that they can be moved into the forecourt. A quarter-round Perspex window displays the contents and also protects them from pilfering, and stock is contained in the base, access to which is by rear doors. The larger Type B has a half-round Perspex top. Inside is a hexagonal roller on which six panels of accessories are mounted.

Sir Harry Pilkington, chairman of Triplex (Northern), Ltd., has been elected president of the Federation of British Industries for the second year.

Ford service weeks will be held commencing on the following dates: May 3, Mann Egerton and Co., Ltd., of Ipswich; and May 24, Adams and Co. (Oban), Ltd., of Oban, Argyll.

A surplus for 1953 of £968,022 (£653,656 previously) has been reported by the directors of the Chloride Electrical Storage Co., Ltd. Taxation in the United Kingdom amounted to £1,349,315.

Mr. Stanley S. Dawes, M.I.Mech.E., F.C.C.S., has been elected president of the Institute of the Motor Industry for the year 1954-1955. This is the eighth time that Mr. Dawes has been elected to the presidency. The Institute has also made known that it is inviting applications for eight scholarships, each to the value of £150 per annum. Full particulars are available on application to the Institute at 40, Queen's Gate, London, S.W.7.

When British investors were purchasing the substantial block of ordinary shares previously held by the Dana Corporation of America, Birfield Industries, Ltd. said that arrangements had been made for the interchange of technical information and patents between the two groups for a period of 25 years. This arrangement will continue the collaboration by the Spicer manufacturing division of the Dana Corporation with Hardy Spicer, Ltd., and Salisbury Transmission, Ltd., of England.

A sales organization has been formed in America by Lodge Plugs, Ltd. It will be called the Lodge Spark Plug Co., and will have registered offices at 1320, Venice Boulevard, Los Angeles, California. The directors of the new company will include Mr. V. Martin-Jones (president), who is the managing director of Lodge Plugs, Ltd. in England; Mr. B. D. Bacon (vice president), who is the sales manager of the English company, Mr. A. J. Sayers (secretary and treasurer), Mr. J. Burnett and Mr. E. R. Jackson.

Today about 5,000 people in the area of the Surrey-Berkshire border were introduced by post to a new scheme evolved by Leonard Williams (Distributors), Ltd., Packard Buildings, Great West Road, Brentford, Middlesex, and intended to assist potential buyers in the selection of a new car. To *bona fide* prospective purchasers the firm lends without obligation a demonstration car of Rootes Group manufacture for two or three days, so that the customer can get properly used to it. In this way the difficulty of making a decision after a usually rather brief trial is overcome. The customer has to cover the cost of insurance and, not unnaturally, in some cases is asked to provide a bank reference.

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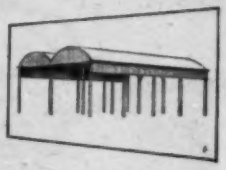

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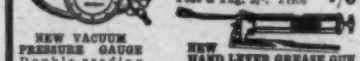

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£122	1939 **ROVER** 14 saloon	£365
£95	1939 **WOLSELEY** 14/60 saloon	£285
£149	1948 **HUMBER** Hawk saloon	£445
£95	1939 **RAILTON** 17 h.p. saloon	£285
£82	1937 **WOLSELEY** 12/46 saloon	£245

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STANDARD 8 Saloon, heater, black with red upholstery.
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CARS WANTED
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1953 (Dec.) **FORD** 8 saloon. 4,000 miles. **£375.**

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1938 **VAUXHALL** 14..... £185 0 0
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£545 **WYVERN** 1951, black, brown leather, heater, one owner.
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£445 **VELOX** 1949 model, black, brown leather, heater, fog lamp, mats, one owner.
£395 **VAUXHALL** 14J, 1948 model, black, brown leather, radio, heater, fog lamp.
£395 **VAUXHALL** 14J, 1947, black, brown leather, radio, heater, other extras.
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£300 **VAUXHALL** 14J, 1946, black, brown leather, low mileage.
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1948 ALVIS 14 Saloon	Green	£625
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1950 AUSTIN A.90 Atlantic D/H Coupe, radio	Blue	£645
1953 AUSTIN A.40 Somerset 2-dr. D/H Coupe, radio, heater	Green	£695
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1951 HILLMAN Minx Coupe, heater	Black	£540
1951 HUMBER Hawk 16 S/Saloon	Black	£595
1952 HUMBER Super Snipe Saloon	Black	£795
1951 JAGUAR XK 120 Sports	Green	£965
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1953 MORRIS Minor de Luxe 2-dr. Sal., htr.	Black	£635
1952 RILEY 2½ Saloon, heater	Grey	£995
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1952 ROVER 75 Sal., rad.	Connaught Green	£995
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1949 VAUXHALL Velox Sal., rad., htr.	Grey	£475
1953 VAUXHALL Wyvern Sal., htr.	Grey	£735
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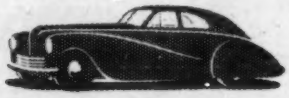

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

B. J. HUNTER Ltd., offer:—

1948 A.C. 16hp saloon, excellent condition throughout, hand-made car at bargain price of £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1951 A.C. 2-litre saloon, finished green, beige leather, radio, heater, immaculate condition throughout; £675. [C1011

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1951 A.C. 2-litre sports saloon, green, beige leather, exceptional condition throughout, any inspection invited, 3 months' guarantee; £685.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

165 gns.—A.C. 1935 16/56hp Greyhound sports saloon, ivory, blue leather, radio, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 A.C. saloon, finished fawn with red leather, one owner, 26,000 miles, all new tyres, radio and heater, this car has been very well cared for and is faultless throughout, £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

A.C. Cars Wanted

VERY good A.C. wanted, 1949 to 1953.—L. A. Simons, 1, Brook Dale, Finchley, N.3. [W4065

REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX—H. F. Edwards offer immediate cash for good A.C. cars.—Details please to 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

ALFA-ROMEO

BARTLETT.—Alfa-Romeo, large stock from £325.—27a, Pembridge Villas, W.11. [C1013

ALFA-ROMEO 2500-6C, registered 1948, in superb condition, 4-seater d.h.c. by Superleggera, white with leather upholstery in two shades of blue, grey plastic hood, chromium plated wheels, carefully run in after complete overhaul by concessionaires; capable 100 mph with 17/19 mpg; probably finest example in the country; £1,475; viewed by appointment, Woking or London.—Ogle, Grasslands, Horsell Common, Woking (678), Surrey. [9538

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0214/R

ALLARD

HPG

1949 Allard drop head foursome, genuine mileage, chassis just passed through our works, balanced wheels, spotless black cellulose, brilliant chromium, smart maroon interior and carpets; really performs on the road, an enthusiasts' car, others need not apply; £370; terms, exchanges.—Highams Park Garages, Ltd., c/o Beverley Motors, Beverley Rd., Highams Park, London, E.4. Tel. Larkswood 7208/2031. [C1086

L. F. WARD.

1949 Allard drop head coupe, 27,000 miles, beige, very clean car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4049

345 gns.—Allard 1948 (late) special streamlined drop head coupe, excellent condition.—Box 4916. [1150

1950 (March) Allard 4-seater tourer, low mileage, blue, faultless condition; Solex; £400.—185, Adel Lane, Leeds, 6. Tel. 75076. [1108

SALES & WANTS
Turn to page 87 for Advertisement Form

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MOTORISTS!
ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 87

ALLARD

RICHARDS & CARR.—Always best value.

1951 K2 2-seater, one owner, spotless condition; £595.

1948 K1 2-seater, two owners, almost unmarked; £365.

1949 drop head coupe, Ekco radio, spot lamps, smart; £545.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

CAMDEN MOTORS offer the following Allards:—

1949 L-type foursome sports, reconditioned engine; £595.

1950 K-type 2-seater sports, ensign red; £395.

1949 M-type drophead coupé, overhauled; £395.

1951 P-type saloon, with radio and heater; £495.

1948 K-type 2-seater sports, outstanding order; £345.

ALSO two 1950 P-type saloons.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1953 Allard, low mileage, Palm Beach; £850.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1948 Allard 70M d/h foursome, black with red leather, excellent cond.; £360.—Ebworth Farm, Sheepscombe, Stroud, Glos. Tel. Painswick 3354. [1200

£555—1951-2 Allard saloon, magnificent specimen, 19,000 miles, one titled owner only, used as second car, irreplaceable condition, 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

M2X Allard d.h.c. (July) 1952, colour grey/maroon leather, one owner, mileage 18,900, immaculate condition; £675 or exchange.—34, Benfinck Ave., Blackpool, S. Tel. 41380. [1199

395 gns.—Allard, 1949 drop head coupe, leather, column gear change, radio, excellent condition; choice of 4 Allards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Allard P1 saloon, immaculate condition recently fitted with new Chrysler Firepower V.8 engine, Columbia overdrive and many accessories; property of enthusiast; price £700; centre gear change.—Broomfield, 43, Hazlewell Rd., S.W.15. Putney 1648. [1181

EX-IMHOF Allard coupe, Lisbon Rally winner, new Mercury engine, done 98 miles, recently sprayed B.R.G., all rally equipment, twin Solex twin petrol pumps, new distributor, twin spares in front wings, many spares, second engine available for slightly extra cost; £575, o.n.o.—Burke, Burnley 3420. [1051

Allard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

RICHARDS & CARR, the best Allard buyers.—55, Kinnerton St., London S.W.1. Sloane 5424. [W5045

BARTLETT will pay more for good Allards.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 5841. [W3041

ALVIS

B. J. HUNTER Ltd., offer:—

1948 Alvis 14 saloon, engineer owned, works maintained; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

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RAYMOND WAY OF KILBURN.

RAYMOND WAY. The Hire-Purchase specialists.

1948 Alvis 14hp estate car, beautifully finished, wooden coachbuilt body, full width, rear window, mechanically perfect; 410gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C4047

BROOKLANDS.—Alvis London distributors.

1953-4 Alvis 3-litre sports 2-seaters.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950.

ABOVE cars guaranteed; deferred terms.

CONFIDENCE, solidity, security.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1952 Alvis 3-litre saloon, low mileage; £1,095.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2025

CAMDEN MOTORS offer the following Alvis cars:—

1949 TA model 14hp drophead foursome coupé, original maroon finish, expertly maintained by one previous owner; £595.

1949 TA model 14hp saloon de luxe, in grey with red leather interior. Engine just overhauled and tuned; £595.

1939 12/70 drophead foursome coupé, special Tickford model with three position hood, spare-wheel housed in luggage boot and other features similar to post-war. Smart, serviceable and economical; £275.

1939 Speed 25 Charlesworth sports saloon, one owner since 1945, post-war history available. £400 overhauls (bills available from makers); £395.

1937 Speed 25 Charlesworth sports saloon, also with excellent history and maker's bills; £275.

1936 Speed 20's and 16.9 saloons available from £165.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1951 Alvis 3 litre 4-door saloon, twin carburettors, one owner, passed by manufacturers; £975; choice of two.

1949 Alvis foursome coupé, one owner, works reconditioned engine; £595.

THE Alvis people.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [1115

ALVIS 3-litre saloon, metallic grey, late 1951, 1952 modifications, one owner, 16,000 miles; £925.—Campbell Symonds. Arnold 2246. [C1037

1948 genuine Tickford Alvis drop head coupe, in black with red upholstery, new hood fitted recently; a very handsome car; £565.

LANSDOWN GARAGE, Coventry & Jeffs, Ltd., Clifton Rd., Bristol, 8. Tel. 38241. [9992

£999!!! 1952 Alvis 3-litre saloon de luxe, one careful owner, small mileage; bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1936 Alvis Crested Eagle saloon, 22,000 miles only, almost as new; £350.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

525 gns.—Alvis 14, September 1949 foursome drop head coupe, heater, very good condition; choice of 3 Alvis drop heads; terms, exchanges.—Rowland Smith, below.

325 gns.—Alvis 12/70, 1939 sports saloon, sliding head, leather radio, heater, very good condition; choice of 2 Alvis saloons; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer 1935/6 Alvis 12/70 open sports 4-seater, modern appearance and beautifully kept throughout, fully equipped and new hood recently fitted, brakes just relined with complete general check up; amazing performance and excellent value at £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 6894. [C3059

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane Harpenden Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

Alvis Spares and Service

KINGSTON-ON-THAMES. Alvis agents & specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [S4053/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6453/R

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

CAMDEN MOTORS offer post-war models:—

1948 Buick Super Eight saloon, right-hand drive, with all extras, in immaculate order.

1949 Buick Super Eight 4-door saloon, virtually as new in every respect.

1947 Buick Super Eight saloon, r.h.d., special 2-door model, in immaculate condition.

1952 Chrysler New Yorker r.h.d. 8-cylinder 4-door saloon, genuine 8,100 miles, completely unblemished.

1949 Packard right-hand drive Super Eight 4-door saloon, a one-owner car, low mileage.

1947 Packard Clipper r.h.d. saloon, maintained by concessionaires.

PRE-WAR models:—

1940 Buick Viceroy 31hp saloon, fitted built-in radio and heater, seat covers, etc., genuine 1940 model with new style radiator; £295.

1941 Pontiac Silver Streak drop head foursome coupe with all extras as above, mouth-organ front, good condition; £325.

1939 Buick drop head coupe with General Motors Fisher bodywork, r.h.d., real leather interior, one owner many years; £295.

1938 Buick Viceroy saloon and a Carlton drop head coupe; each at £195.

1938 Chrysler Wimbledon 24hp saloon, privately owned; £195.

1936 Lincoln-Zephyr, goes well, paintwork dull, to clear; £75.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1949 (November) Cadillac model 62 Sedan Hydramatic, radio, heater, nylon covers, 18,000 miles, brand new condition.

ALSO under classified heading, 1953 Studebaker.—A. Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4056

BRITISH & COLONIAL MOTORS Ltd., offer a selection of post-war American cars, enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (Adj. Leicester Sq. Tube Station.)

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars including 1954 Dodge, 200 miles, right-hand drive, hydramatic, radio and heater.—91-95, Fulham Rd., South Kensington, Kensington 4858. [C4028

£695!!! 1949 (reg.) Studebaker 26hp special Landcruiser 4-door sports saloon, l.h.d., magnificent super modern low shape, genuine million dollar look and similar to 1952 series, magnificent condition, small mileage.—Below.

£645!!! 1948 Oldsmobile 2-door sports saloon, impeccable condition, magnificent specimen motor car at very low price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

CHRYSLER Hydramatic fluid drive 8-cyl 1947 (registered 1951) l.h.d. New Yorker power-operated drop head 6-seater coupe, air conditioner, push button radio, one owner; a bargain, £585.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4037

8-PASSENGER 1947 Packard Clipper Saloon, ideal continental touring widest forward occasionals, lavishly equipped, capacious boot. £785. Alpe & Saunders Ltd., Providence Court North Audley Street, Mayfair-2941. [C1006

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers require all American cars.—Wembley 8691/3903. 345, High Rd. Wembley. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858.

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4056

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1951 Armstrong Siddeley Whitley saloon, black, brown, synchromesh gear radio, spotlights, one owner, immaculate; £775; 1 week's free trial; guaranteed; deferred terms available.—184/186, Gt. Portland St., W.1. Museum 1001. [C3089

ARMSTRONG SIDDELEY

BOON & PORTER, Ltd.

1950 Armstrong Hurricane drop head coupe, 20,250 miles under the care of maintenance staff, absolutely unscratched with innumerable extras; unrepeatable bargain; £645.

1952 Armstrong Whitley 4-door saloon, self-change gears, 13,500 miles, also unscratched; £825. Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1953 Armstrong 18hp utility, special body, 2,000 miles only; £775.

1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1950 Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, sun roof, spot light; an immaculate car in excellent mechanical condition; £595; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Road, 3 minutes trolley East Finchley Tube). Finchley 0052-53.

WARWICK WRIGHT, Ltd., offer:—

1953 Armstrong Siddeley Whitley saloon, grey, 14,000 miles; £895.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [C4045

ARMSTRONG Hurricane drop head 1950, heater, radio; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676 [C4016

1951 Armstrong Siddeley Whitley saloon, Langham grey, interior and exterior unmarked; £695.

G. E. HARPER, Stevenage 700, after 6.30 p.m. 294. [1077

1949 Armstrong Siddeley Hurricane coupe, black, red hood, radio and heater, serviced and guaranteed; £535.

1947 Armstrong Siddeley Typhoon sal., black, one owner, genuine 25,000 miles only, synchromesh, really exceptional in every way, guaranteed; £495.

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Stores & Works, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1951 Armstrong Lancaster, heater, perfect; £625.—Vare Motors, Ltd., 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [1068

1948 Armstrong Siddeley Typhoon, sports saloon, one owner, exceptional condition; £445.—20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1948 Armstrong Typhoon saloon, black with brown hide, superb low mileage car, immaculate throughout; £475.—71, Welsden Ave., Luton 5614. [9327

495 gns.—Armstrong Siddeley, late 1948 Lancaster de luxe 4-door saloon, sliding head, leather, heater, carefully used; terms, exchanges.—Rowland Smith, below.

365 gns.—Armstrong Siddeley, 1947 Hurricane drop head coupe, leather, manual gear change, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1950-1 Armstrong Lancaster saloon, black/brown leather, heater; £459; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

1949 Armstrong Typhoon saloon, 25,000 miles only, grey, blue leather, new tyres, taxed Dec.; £495, terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [1062

JACK ROSE, Ltd., offer—Armstrong Lancaster 4-door saloon, very clean inside and out, open to any examination; £435.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

ARMSTRONG Lancaster 4-door saloon, sliding roof, reg. 14/1/50, black with brown leather, extremely well maintained by one owner; £565 cash, deferred or part exchange.—E. J. Baker & Co., Ltd., Dorking 5822. [1154

ARMSTRONG SIDDELEY limousine 7-passenger 1936 26hp, blue/black leather interior, beautiful condition, perfect mechanical order, taxed year; £425.—Frankland's Garage, Wellington Rd., Wanstead, Wan. 9609. [9156

£675.—Armstrong Siddeley 1952 Hurricane foursome coupe, preselective, 18,000 miles, taxed, excellent condition, delivered anywhere in England or Scotland.—Blackadder Motor Co., Falkirk. Tel. 235. [1175

1953 Armstrong Siddeley Sapphire 6-light, grey and green, preselector gear box, radio and heater, 6,000 miles, specimen; £1,500, terms and exchanges.—B. P. Littleford, Ltd., Albany Rd., Wolverhampton. Tel. 23232. [1130

1951 (May) Armstrong Siddeley Whitley saloon, one owner, 22,000 careful miles, unusually well maintained; £775; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

£565!!!—Whitley 18hp saloon, 1950 model, bench-type front seat, excellent coachwork in black, built-in radio, full air-conditioning, screenwashers, twin Lucas foglights, manual gear box, suit discriminating purchaser.

ALSO available: Hurricanes, 1946-1952, from £375; Typhoon sports saloons and Lancaster 4-door saloons, also 2 1952 Whitleys, with either synchromesh or preselector gears.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035

£495.—Armstrong Typhoon 1949 August, only 25,000 miles, new tyres, taxed Dec., perfect in every way, grey, blue leather, terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9856

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1953 (November) Armstrong Siddeley Sapphire 6-light saloon, with electric preselector gear box, black, red leather, radio, heater, demister, guaranteed mileage 2,172, licensed to 31/12/1954, as new.—G. K. Hunter, Ltd., of Peterborough 2985. [T1000

LIMOUSINE, 18hp/1951, partition, forward occasionals, privately chauffeured, cloth upholstery, 21,000 miles, immaculate. £895. Choice of two. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KIRKWOOD CARS buy pre-war Armstrong.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266.—Official Armstrong Siddeley retailers and repairers.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W1020

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0185/R

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0635/R

7-SEATER, 1951/52, private 18hp Limousine, also private 25hp small mileage 1938/39 Limousines. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes; exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spares part.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0760/R

ASTON MARTIN

WM WELBECK MOTORS, Ltd., proudly offer a very wonderful DB2:—

THIS 1952 Aston Martin DB2 saloon, with Vantage engine and twin exhaust system is identical to brand new; the actual mileage is 18,000 but both appearance and performance are up to new car standards; the car is specially finished in a very dark green slightly translucent colour with silver wheels and red interior, the dashboard is in walnut and grey leather; we are not over-enthusing on this car in any way—it must be the finest example of its type in existence; priced very reasonably at £1,925.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

H.W. MOTORS, Ltd., offer:—

1952 Aston Martin DB2 saloon, fitted vantage engine and radio, outstanding condition throughout; £1,895.

1951 Aston Martin DB2 drop head coupe, dark green, beige leather, fitted vantage engine; £1,695.—H.W. Motors Ltd., Walton-on-Thames 2404-5-6. [C2042

BROOKLANDS.—Aston Martin sole distributors.

1954 D.B.2/4 models available for show and demonstration.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS offer large selection of pre-war Aston Martins:—

ASTON MARTIN 1½-litre Ulster 2-seater, 1936, £395; Aston Martin 2-litre tourer, 1940, £445.

ASTON MARTIN 2-litre short chassis 2-seater, 1937, £345; A/Martin 2-litre sports saloon, 1937, £375.

ASTON MARTIN 2-litre Speedmodel, ex-Horsfall, £595; A/Martin International tourer, 1932, £195.

IMMEDIATE hire purchase, insurance and part-exchanges; many others in stock.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

1953 D.B.2 saloon, blue/beige leather, 6,000 miles; £2,150.—May, 3051. [C3030

£375.—Aston Martin 15/98 1938 drop head coupe, in super condition throughout, duo colour finish, must be seen; many others.

BENNIMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

ASTON MARTIN, 2-seater, 2-litre, 1937 (Dec. 1936), metallic grey, exceptionally well maintained, first-class condition throughout; £525.—Dorking Motor Co., Ltd., Dorking 2256. [C1088

1952 Aston Martin DB 2, Vantage engine, balanced crankshaft, specially tuned throughout, 14,000 miles, very fast car, never raced; £2,095.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

ASTON MARTIN 1938 2-litre open tourer, long chassis, excellent mechanical condition including reconditioned engine, no mileage, coachwork good.—R. Forsell, c/o T. Forsell, Ltd., Frog Island, Leicester. Tel. 21208. [1175

ASTON MARTIN

ANTHONY CROOK, sole Aston Martin agents for East Surrey and East Sussex, new and used cars in stock.—Anthony Crook, Caterham Hill, Caterham, Surrey. Tel. 2232. [C1063

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

BARTLETT will pay more for good Aston Martins.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

Aston Martin Spares and Service

FRIARY MOTORS Ltd.,

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

175 gns.—Austin 7, 1936 Nippy sports 2-seater, cream, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Seven Cars Wanted

HA. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN Sevens for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

CAR MART, Ltd.

LONDON distributors.

1953 Austin A30 4-door saloon, heater; £485.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

£510—1953 A30 4-door saloon, fitted heater, beige, as new in all respects.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1953 (November) Austin A30 4-door saloon, finished Balmoral blue, fitted heater, overriders, under 5,000 miles, one owner, supplied and serviced by us, nearly new throughout, owner purchased larger car; £500.—Gordon White & Co., Ltd., Gerrards Cross 2077. [1214

Austin A30 Cars Wanted

CM THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

HA. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30s for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

RICHARDS & CARR buy Austin A30.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

COACHCRAFT offer:

£295.—1947 Austin 8 4-seater de luxe saloon, well kept car in above average condition throughout; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

ELM AUTOSALES, offers:—

1947 Austin 8, one owner, sage green, recon. unit, well cared for car, in excellent order; £345.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

HA. SAUNDERS, LTD., Golders Green, offer:—

1947 Austin 8 saloon, 4-door, grey, heater; £341.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

325 gns.—Austin 8, 1947 saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Austin 8, 1939 saloon, sliding head, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£222!!! 1940 Austin 8 saloon, excellent condition, carefully used, choice also of others: 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

1938 Austin 8 tourer; £150; or hired 36 months, inc. tax and ins. £8/5/9.—The Cooden Engineering Co., Ltd., Cooden, Bexhill on Sea. Tel. Cooden 600. [1095

1941 Austin 8hp saloon, very good mechanically, excellent appearance; £245 or £85 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

Austin Eight Cars Wanted

HA. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN Eights for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

PRIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

WANTED for private owner Austin 8 or 10, '46-'47—'65, Highbury Park, N.5. Canonbury 1650. [9259

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

1939 Austin 10 saloon; £235.

1938 Austin 10 saloon; £195; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

AUSTIN 10/4 1935 4-door saloon, perfect running order, 40mpg., new batteries, good tyres; £135.—Ealing 4833, after 7 p.m. [1197

1946 Austin 10 saloon, dark blue, one owner, very good condition in every respect; £350.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1939 Austin 10 Cambridge saloon, black, mechanically sound, good condition throughout, guaranteed; £215.—Kings Motors, 1, High St., Hounslow. Te. 3232. [2049

£235!!!—1938-9 Austin 10 4-door cabriolet saloon, original condition motor car, excellent thoughout, only wants seeing; choice of 3 other saloons from £135; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

225 gns.—Austin 10, 1937 Cambridge saloon, sliding head, leather, carefully used; choice of 3 Austin 10s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer 1935 Austin 10 open 4-seater, one private owner since new with original registration book, fully equipped, new tyres, etc., excellent condition and performance; £135; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HA. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN Tens for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

AUSTIN A40

WW. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 (September) Austin A40, beige with leather upholstery, seat covers, twin wing mirrors and heater, one owner, mileage 21,000; £575.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

LONDON distributors.

1953 Austin A40 Somerset saloon, heater; £685.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

ELITE MOTORS offer:—

4 specially selected one-owner vehicles.

1949 A40 saloon, green, sun-roof, heater; £445

1951 A40 saloon, black, heater; £525.

1951 A40 saloon, green, heater; £525.

1952 A40 Somerset saloon, pastel green, heater; £595.

CHOICE of 8 other Austins from £225.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1951 Austin A40 saloon, special export model; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

AUTO SALES (LONDON), Ltd., offer:—

1950 Austin A40 saloon, black/brown, sunroof, one owner; £485.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [1099

C.M.I. CAR SALES (Pri 6625) offer:—

1953 Austin Somerset saloon, heater, taxed year; £625.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1952 model A40 saloon, one owner, £565.

1951 Austin A40; £515, hire purchase and part-exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2900. [C2055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

H. A. SAUNDERS, LTD., Golders Green, offer:—

1954 Austin A40 Countryman, dark green, heater, overriders; £742/11/6.—A. DISTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

£525—Austin A40 saloon, 1951, black, leather interior and heater, carefully used.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1953 Austin A40 coupe, pale blue, one owner, 5,000 miles genuine, heater; £625.—Putney 2770. [1118

1949 Austin A40 saloon, colour black; £460.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077/1

£465!!! 1950 Austin A40 saloon, leather, heater, small mileage, choice of 2; 3 months' guarantee; hire purchase; exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

1952 A40 sports drop head, perfect throughout, one owner; £575.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1952 Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £575.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

ARCHIE SIMONS & Co., Ltd., 1952 model A40 Countryman, green, nominal mileage, one private owner; £565.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1949 Austin A40 saloon, black, beige, beige trim, heater, resprayed, excellent condition throughout, guaranteed; £415.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1954 Austin A40 saloon, 3,000 miles, heater; £725.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

1949 Austin A40 saloon, blue, heater, exceptionally good condition throughout; £445, terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

565 gns.—Austin A40 sports 1952 convertible, Romney blue, grey leather, heater, excellent condition; cost over £900; terms, exchanges.—Rowland Smith, below.

545 gns.—Austin A40, November 1951 G.S.3 Devon 4-door saloon, pastel green, steering column gear change heater one owner, exceptional; terms, exchanges.—Rowland Smith, below.

445 gns.—Austin A40, 1951 Devon saloon, sliding head, leather, heater, one owner; choice of 5 A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WALTER SCOTT, Ltd.—1949 Austin A40 Devon, blue, heater, excellent condition; £425.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri 5914. [C4006

1952/3 Austin A40 sports convertible, 12,000 miles only; beautiful condition; £635.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

Austin A40 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320 Euston Road, N.W.1. Euston 1212. [0957/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—AUSTIN A40s for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

GOOD A40 wanted; immediate cash.—Lib. 1604 or Vig. 8978 [W3048

PRIVATE advertiser requires low mileage A40 Somerset saloon, immediate cash.—Box 4936. [1206

AUSTIN TWELVE

1939 Austin 12 saloon de luxe, virtually immaculate, £315.—REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

1940 model Austin 12, immaculate condition; £265.—Kirkdale Cars, Cobb Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

£255!!!—1939 Austin 12/4 4-door cabriolet saloon, undoubtedly in specimen original condition, you cannot find a better one elsewhere, 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421, 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Twelve Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—AUSTIN Twelves for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN FOURTEEN

1939 Austin 14; £225, 3 months' guarantee, terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

AUSTIN SIXTEEN

1948 (October) saloon, blue, brown leather and cloth, heater and fog lamp, excellent condition; £435.—Robbins, East Putney. Tel. 4561. [C3010

CAR MART, Ltd.

LONDON distributors.

1951 Austin 16hp hire limousine, heater; £735.—Car Mart, Ltd., 362, Streatham High Rd., S.W.16. Streatham 0054. [C1039

PETER BANTOCK CAR SALES offer:—

AUSTIN 16, 1949, two-tone green, speedometer reading 51,000, an absolute outstanding example; £450.—104, High Rd., Chiswick 2725/5870. [C1014

H. A. SAUNDERS, LTD., Golders Green, offer:—

1946 Austin 16 sunshine saloon, heater, one owner, highly recommended, specimen car; £342.—AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1948 Austin 16 saloon, black with brown leather upholstery, fitted radio and heater, a very fine example of this desirable model; £435.—PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1949 Austin 16, black, brown leather, radio and heater, immaculate condition, one owner; £425.—MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7679. [C3095

G&M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1948 Austin 16, privately used, heater, extras, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Austin 16 saloon, black with brown leather, sun roof, radio, heater, new carpets, screen-washers and other extras, taxed year, excellent throughout; £410.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1948 Austin 16 saloon, black with brown interior, engine rebored, brakes relined, fitted heater and radio, excellent condition throughout, including tyres; £395.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—AUSTIN Sixteens for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR Limousines urgently required, cash waiting.—Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at—NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 Atlantic saloon, carefully used; £575.

1951 Austin A90 Atlantic saloon; genuine bargain at £550.

1952 Austin A70 utility full 6-seater, fast and attractive; £550.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1951 (June) A90 hard top saloon, black, red leather, heater, low mileage, exceptional condition; £625.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 5691. [C1089

H. A. SAUNDERS, Ltd., offer:—

1952 Austin A70 Countryman, beige, brown upholstery, radio, heater, recorded mileage 12,900; £795.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT, Ltd., offer:—

1953 Austin A70 saloon, black, heater, 5,000 miles; £735.

1952 Austin A90 Atlantic sports saloon, black, radio and heater, 18,000 miles; £695.

1952 (October) Austin A70 Hereford saloon, black, heater, 21,000 miles; £625.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

H. A. SAUNDERS, Ltd., of Worcester.

1951 (Nov.) Austin A70 Hereford saloon, green with brown leather, radio and heater, 6,000 miles; £685.—AUSTIN House, Worcester. Tel. 2368. [C4005

H. A. SAUNDERS, LTD., Golders Green, offer:—

1952 April, Austin A70 Hereford saloon, one owner, radio, heater; £595.—AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

£615—1952 A90 saloon, one owner 13,000 miles only.—Valentine 4674. [C2018

1953 Austin Hereford, low mileage; £695.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1951-2 A90 saloon, one owner, radio and heater; £595; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1951 A90 saloon, carefully maintained, heater, low mileage; £575.—Richards & Carr, 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

AUSTIN A70 & A90

1951 Austin A90 saloon, one owner heater, radio, excellent order; £555.—REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

1954 Austin Hereford saloon, grey, 900 miles, extras; exchanges.—Durngate Garage, Winchester. [1139

AUSTIN A70 P.U. (Oct., '51), finished beige with brown leather, heater, one owner, moderate mileage, bargain at £405.—MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [9788

AUSTIN A70, 1950, black, one owner, with heater; £450.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

FUNERAL TRADE HEARSES. Austin A70. Austin 16hp. Brand New. Illustrated Brochure Posted. Attention Address!!!—ALPE AND SAUNDERS (COACHBUILDERS) LTD. Head Office, Station Approach, Kew Gardens, Richmond 1161. [1022

NEW Austin Hampshire saloon, black with blue leather; £100 below list price.—Taylor's Garage, Eastfield, Peterborough. [1004

JACK ROSE, Ltd., offer—1951 Austin Atlantic A90 hard top in grey, one owner; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

5000 miles guaranteed, 1952 (September) A70 Countryman, black, heater; £895.—Woking Motors (Maybury Hill), Ltd., Woking 1948. [C1057

1951 Austin A70 Hampshire saloon, in first-class condition; £550.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1950 Austin A70 saloon, black, fawn leather, heater, low mileage, excellent mechanical order; £450.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [2049

1953 Austin Atlantic, hard top, 12,000 miles, blue, grey leather, radio and heater, owner returning Australia; £725 or near offer.—Tel. Exeter 58148. [1194

1950 A70 Hampshire saloon, black, radio, heater, sun roof, guaranteed; £445; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5966. [C3054

1952 series Austin A90 Atlantic saloon, black/cream hide interior, radio and heater, low mileage; £650; consider part exchanges.—14, Offington Gdns., Worthing. Swandean 849. [C4027

1950 Austin A90 convertible, all-electric, finished in cream, red leather interior, fitted radio and heater; £525.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1951 (September) Austin A90 Atlantic saloon, black/beige, 14,000 miles, in new condition throughout; £650.—Willows, The Gables, Collingham, Newark, Notts. Tel. Collingham 286. [9569

Austin A70 and A90 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

H. A. SAUNDERS, Ltd., Golders Green, require:—AUSTIN A70s and A90s for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

TOP price paid for A70 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

AUSTIN 18hp Ivor limousine, £350; Windsor 1939, £450.—Smith's, Bournville. [9874

1937 Austin 18 7-passenger, black with brown leather, two owners only, excellent condition; £165.—South Western Garage, Ltd., New Malden, Malden 1212. [1153

£485!!!—Dear but worth it; Austin 18 Windsor 1939/40 7-passenger long chassis, the most beautiful specimen vehicle we have had with interior original and like new, small mileage, beautiful bodywork and ready for immediate use; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 Austin 18 Limousine, one owner, black, wide occasionals, £445.—Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—AUSTIN Eighteens for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required cash waiting.—Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Twenty Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—AUSTIN Twentys for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWENTY-FOUR

ACRES offer:—

1938 Austin Ranelagh 7-passenger limousine, beautifully kept by one titled owner; offers.
ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

AUSTIN A125 & A135

ACRES offer:—

1949 late Austin Princess saloon, black with brown leather, heater, radio, taxed year, beautifully kept and indistinguishable from brand new; £750.
ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

CAR MART, Ltd.

LONDON distributors

1950 Austin A135 Princess saloon, radio, heater; £875.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

NEWNHAM, Ltd.

1950 Austin Princess saloon, black, one owner, most carefully maintained.
NEWNHAM House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

COACHCRAFT offer:—

£525—1950 model Sheerline, one owner, maintained from new by main Austin distributors; 3 months' mechanical guarantee; terms, and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

AUTOMOBILIA, Ltd., offer:—

1950 Austin Sheerline, 4-door de luxe sunshine saloon, black, beige leather, radio, heater, windscreen washers, fog lamp, low mileage, exceptional condition; £645.—Automobilia, Ltd., Pipphrook Garage, Dorking 4304, 3891. [C1089

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A125 Sheerline, sliding head, black/beige, heater radio; £1,852/14/2.
AUSTIN House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011 (ten lines). [C4004.

1952 Sheerline saloon, black/beige hide, 20,000 miles; £850.—Park 5077. [C3030

AUSTIN Sheerline saloon, reg. 20.12.48, black, sliding roof, heater, exceptional condition; £565.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

FUNERAL TRADE. Sheerline Hearse, Immediate Delivery. Brochures Posted. Attention Address!!!
ALPE AND SAUNDERS (COACHBUILDERS) LTD. Head Office, Station Approach, Kew Gardens, Richmond 1161. [1023

1950 Austin Sheerline, good condition, one owner, fitted radio and heater; £595.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

1950 Austin Sheerline, grey, with radio and heater, beautiful car, in first class condition in every detail; £650.—London Rd., Guildford 5326. [3055

1951 Austin Princess saloon, 13,500 miles, in new condition.—Green & Zonis Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

AUSTIN Sheerline limousine 7-passenger with partition, 1951, 27,000 miles; £950.—J. W. Stocks, Ltd., 283, Broad St., Birmingham, 7. Tel. Midland 5111. [9993

1948 Austin Sheerline, black, with radio and heater; £525; whole car immaculate.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9891

1949 Austin Sheerline saloon, black, beige leather, fitted radio and heater, a beautifully maintained car, one of the best examples offered; £595.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065

1950 (September) Sheerline saloon, finished black, beige leather, fitted radio, heater, chauffeur kept, taxed December, in new condition throughout; £695.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

A & S Limousines—privately chauffeured partitioned 7-passenger Sheerlines, small total mileages, selection from £385.
6000 miles only, 1952 partitioned black Limousine, forward occasionals, definitely first class condition, unblemished, £1225. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

CMC

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0552/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A125s and A135s for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

7-SEATER Sheerline Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN HIRE CARS

AUSTIN private hire car, 7 seats. Sept. 1950, used private, 22,000 miles, immaculate; £625.—Rex Barker, Swan Buildings, Dronfield, Derbyshire. Tel. 2336. [1159

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15. [0598/R

Austin Miscellaneous Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

AFOR Austin Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229

THE CAR MART, Ltd

LONDON distributors: spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600) and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

AUSTIN, the main agents, for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. & S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

AUSTIN, spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 5280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0599/R

RECONDITIONED guaranteed 7, 10, 12 exchange gear boxes, shock absorbers, engines, all types repaired, new gears, parts, overhauls.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0040

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

WMC

WELBECK MOTORS, Ltd., for Austin-Healeys:—

1954 (registered November, 1953) Austin-Healey, red, full high-speed specification costing about £170 extra, 5,000 miles, never raced, as brand new; £1,095.

1954 (registered November, 1953) Austin-Healey, blue, normal specification, 1,000 miles, as brand new; £1,035.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). We are very good buyers of Austin-Healeys and are anxious to hear of any available. [C4049

1953 (Sept.) Austin-Healey, 3,000 miles only, overdrive, heater, one owner; £1,025.
RIPCO, Ltd. (Austin-Healeys Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952/3/4. [C3052

BENTLEY (3½, 4¼-litre and New 4½-litre)

CMC

CAR MART, Ltd

1950 Bentley 4¼-litre Freestone & Webb saloon, radio, heater; £2,850.
1952 Bentley 4½-litre R Type saloon, big boot; £3,450.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.
1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.
FOR further details apply to:—
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1950 2-door saloon coupe by James Young, painted grey and upholstered in beige leather, 67,000 miles; price £2,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. Mayfair 7444. [C1082

SLOCOMBES, Ltd.

£2655—Mark VI 4¼-litre, 1951, in special grey and maroon finish; under 30,000 miles, radio and heater, whitewall if desired.
EXCHANGES and terms; A.A. or R.A.C. inspection welcomed.—Slocombes, Ltd., 38/52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground Station. [C4017

PB, Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, blue leather.
PADDON BROS., 60 Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5035

L. F. WARD, Ltd.

1949 Mark VI Bentley standard steel saloon, 37,000 miles.
L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4045

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—
1953 standard steel saloon, midnight blue with beige hide, 15,000 miles; £3,800.
1952 standard steel saloon, grey with grey hide, 9,000 miles; £3,800.
1952 standard steel saloon, small boot, green with beige hide, 31,000 miles; £2,895.
1951 H. J. Mulliner sports saloon, grey with blue hide, 16,000 miles; £4,650.
1951 H. J. Mulliner sports saloon, black with brown hide, 35,000 miles; £4,250.
1951 standard steel saloon, green with green hide, 52,000 miles; £2,550.
1949 standard steel saloon, black with beige hide, 59,000 miles; £2,200.
1948 standard steel saloon, maroon with beige hide, 60,000 miles; £1,950.
WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

CASS'S MOTOR MART.

1937 4¼ Park Ward sports saloon, black, excellent; £850; terms and exchanges.—5, Warren St., W.1. Euston 4110. [C1040

SWANMORE GARAGE offer:—

1949 Bentley 4¼ standard, steel (two); £2,185.
1949 Bentley 4¼ H. J. Mulliner; £2,695.
1949 Bentley 4¼ Freestone & Webb; £2,685.
1948 Bentley 4¼ James Young; £2,495.
1934 Bentley 3½ Salmons; £595.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C4024

MANN EGERTON & Co., Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.
1952 Bentley 4.6-litre Mk. VI steel saloon, velvet green, beige leather upholstery, 31,000 miles; £2,950.
1950 Bentley Mk. VI H. J. Mulliner sports saloon, black, brown leather upholstery, 36,000 miles; £2,850.
1950 Bentley Mk. VI steel saloon, black, brown leather upholstery, 54,000 miles; £2,450.
1948 Bentley Mk. VI steel saloon, black, brown leather upholstery, 40,000 miles; £1,975.
1947 Bentley Mk. VI steel saloon, black, red leather upholstery, 54,000 miles; £1,850.
MANN EGERTON & Co., Ltd.
14, Berkeley St., W.1. Hyde Park 2075. [C2006

HAROLD SIMONS, Ltd., offer:—

1948 Bentley Mark VI standard steel saloon, black, brown hide, 61,000 miles, radio, heater demister, windscreen washer; £1,695.—Below.
1935 Bentley 3½ with post-war 2-door, razor-edged sports saloon body, modern lines; £550; trade enquiries welcomed; free service-after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd.). 3 minutes trolley East Finchley Tube). Finchley 0052-55.

DUNCAN HAMILTON & Co. offer:—

1937 series (registered December, 1936) Bentley 4¼-litre saloon by Park Ward, colour black with interior beautifully finished in brown hide with lovely walnut surrounds, fitted spot light, disca, etc.; this car has had only one owner who has maintained it most fastidiously, including having it overhauled at Bentley Motors after being stored during the war at a total cost of £400; the total mileage now being 56,000; £845.—33, High Rd., Byfleet, Surrey. Byfleet 3101, day and night. [C1051

1951 (June) Bentley Mk. VI saloon, 28,000 miles, free price.—Weybridge 607. [C4[illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. [C4075

GUY SALMON AUTOMOBILES offer:—

1934 Bentley 3½-litre Park Ward drop head coupe, excellent condition; £585.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JACK OLDING & Co. (MOTORS), Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1953 4¼-litre large boot standard steel saloon, 9,000 miles, midnight blue and shell grey; £3,850.

1952 4¼-litre large boot standard steel saloon, grey/grey hide, 20,000 miles; £3,500.

1951 4¼-litre standard steel saloon, two shades of grey/red leather; £2,650.

1950 4¼-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 4¼-litre 2-door Countryman saloon, two shades of grey and polished wood, grey leather; £2,350.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5050

PHILIP RICKARDS, Ltd., offer:—

1951 Bentley Mk. VI 4¼-litre standard steel saloon, duo-grey, 19,000 miles; part exchanges; terms.

1937 Bentley 4¼-litre Park Ward saloon, black/grey, in excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather; £1,625.

1939 Bentley 4¼ overdrive sports saloon by Park Ward; £1,125.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CAMDEN MOTORS offer the following Bentleys:—

1937 4¼-litre Thrupp & Maberly sports saloon, two previous owners, Bentley overhaul last 18,000 miles, many extras, and of immaculate appearance; £825.

1937 4¼-litre drop head by James Young of Bromley, fastidiously maintained, moderate total mileage; £795.

1937 4¼-litre Mulliner drop head, in very good order, new Poly-Vynol hood, discs, heater, etc.; £695.

1937 4¼-litre Park Ward drop head, extensively reconditioned by specialists; £745.

1936 4¼-litre Thrupp & Maberly sports saloon, 2-door model, just recellulosed in metallic bronze (first respray since leaving factory), a beautiful specimen; £695.

1935 Barker sports saloon, 4-door 4-light model with radio, very good engine; £565.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

CHARLES POLLETT, Ltd., Officially Appointed Rolls-Royce and Bentley Retailers and Repairers, offer:

1951 Bentley Mk VI Standard steel sal., with bench-type front seat incorporating a concealed division; colour grey, one owner, 38,000 miles; ideal business man's car, can be either chauffeur or owner driven; £2,650.

1951 Bentley Mk. VI Standard steel sal., black, beige leather, one owner, 41,000 miles; superb order; £2,650.

1950 (Dec.) Bentley Mk. VI Standard steel sal., black, beige hide, one owner, 49,000 miles, chrome wheel discs, chauffeur driven; outstanding condition; £2,475.

ALL the above cars have been fully serviced and carry a written guarantee.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3 offer:—

1939 (Nov.) Bentley 4¼-litre Park Ward saloon, with overdrive, finished black, red leather, full service history, overhauled by Bentleys, heater, radio, immaculate condition; £1,175.

1936 Bentley 4¼-litre Park Ward saloon, finished black, green leather, full service history, overhauled by Bentleys; £675. [C1001

BENTLEY 3½-litre Park Ward saloon; £395.—Bartlett, 27a, Pembridge Villas, W.11. [C1015

1950 (August) Bentley Mark VI, standard steel saloon, black/beige; £2,350.

1938 4¼ Park Ward saloon, black, radio, exceptional condition; £875.

1935 3½ Park Ward saloon, exceptional condition throughout; £595.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1953 (April) Bentley 4½ saloon, Tudor grey and maroon hide, bench-type front seat, low mileage; £3,750.—Below.

1953 (May) 4½ Bentley saloon, black with fawn hide, bench-type front seat, low mileage, as new; £3,750.—Robbins, East Putney. Tel. 4581. [C3010

FOR sale, Bentley sedanca coupe, colour grey and black, first registered November, 1950, car in first-class condition.—Reply to Box 4572. [9350

A SPOTLESS Bentley Mark VI saloon for sale, first registered Feb. 27, 1952, one owner, 24,000 miles only as new throughout; first offer £2,895 secures.

CAR EXCHANGE (CARDIFF), Ltd., Leckwith Rd., Cardiff Tel. Cardiff 31511. Tel.grams "Motors-Cardiff. [9438

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers: reliable used cars in stock. [5361

1939 Bentley 4¼-litre overdrive black 4-door saloon by Park Ward, immaculate condition; £1,100 or nearest offer.—E. A. Ingham, Albany Mill, Canal St., Congleton, Cheshire [9222

BENTLEY (3½, 4¼-litre and New 4½-litre)

1952 Bentley (June), large bore, 2-colour grey, radio and heater, white wall tyres, 17,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4856.

1936 4¼-litre Bentley Vanden Plas 4-door sports saloon, in exceptional condition; £775.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1934 4¼-litre Bentley saloon, £500 spent at makers, immaculate order; part exchanges can be arranged.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1937 Bentley Gurney Nutting razor-edge saloon, in first-class order; £775.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1949 Mark VI standard steel saloon, grey with grey leather, top overhaul just completed, guaranteed; £1,975.—Caffyns, Ltd., King St., East Grinstead. Tel. 717. [1144

1950 Bentley Mark VI saloon, superb condition, many extras, grey and blue; £2,400.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1950 (registered) Bentley all steel saloon, coachwork unmarked, speedometer reading 40,000, finished black; £1,865.—Reynolds, 32, Castle St., Cambridge. Tel 56843. [1125

1952 (November) Bentley (R8) 4½-litre R type P.S.C. saloon, 11,000 miles; absolutely perfect; £3,675.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

1937 3½-litre Park Ward saloon, black/silver grey, exceptional condition, Bentley serviced; £1,000, or will exchange with cash for 46/49 Bentley saloon.—Machin, Kennedy House, Kingsland, Shrewsbury. [1106

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

1951 Bentley 4¼ standard steel saloon, black, fawn leather, mileage 23,000 only, whole car in immaculate condition; £2,775.—R. S. Mead, (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1938 Bentley 4¼ L.S. series Park Ward sports saloon, one owner only, engine just overhauled, radio, black and grey; £895; terms or exchange welcomed.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1934 3½-litre Park Ward saloon, black, fawn interior, £620 spent recently on overhaul, in perfect condition, and must be one of the most reasonably priced Bentleys offered to-day; £475.—Alexander Engineering Co., Ltd., Haddenham, Bucks [1128

1950 (first regd. Nov., '49), midnight blue, grey upholstery, man. director's car, Bentley serviced and maintained, absolute as new, only 38,000 miles; inspection by appointment only; price £2,400.—Watsonian Sidecars, Birmingham, 11. Tel. Vic. 1987

AUGUST 1948, Rolls-Bentley full razor-edged sports saloon by James Young, fawn with blue leather upholstery, radio and heater, exceptionally attractive car; £1,950 o.n.o., willing to take XK120, Bristol or Rolls-Royce in part exchange.—Tel, Wallington 1159. [1211

BENTLEY 1948 standard steel saloon, finished black with beige leather, radio, heater, and fitter with all up-to-date modifications, wheel spats, etc.; whole car in immaculate condition; Bentley service maintained, recorded mileage 42,000; very highly recommended at £1,950

MOOR Garage, Romsey Rd., Cadnam, Hants. Cadnam 3301. [9787

1949 (Nov.) all steel saloon Bentley in most immaculate condition, black with red leather, 300 miles since complete overhaul by Bentley Motors including work's modified engine; £2,000.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [1158

BENTLEY Mark VI 4¼-litre saloon, first registered July, 1950, with coachwork by H. J. Mulliner, colour silver grey with grey hide upholstery, fitted sliding head, radio, heater and windscreen washers, speedometer reading 18,179 miles, this car is in immaculate condition throughout; £2,995.—Appleyard of Leeds, Ltd., North St., Leeds, 7. Tel. 32731. [1142

BENTLEY (3½, 4¼-litre and New 4½-litre)

£275!!!—Magnificent Bentley genuine Red Label short chassis open 4-seater, modernized expensively with forward mounted chrome radiator, low pressure tyres, electric pumps, etc., re-registered 1951, an absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1937 registered January, 4¼-litre Thrupp Saloon, black, excellent. £735. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

CMTHE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0958/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GOOD post-war Mark VI Bentley, no agents, full details and price.—Box 4931. [1201

REQUIRED, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

WE will buy or part exchange your Bentley for a new one.—Lexham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

PRIVATE buyer wishes to purchase 1938-9 Bentley saloon, must be in first-class condition.—Particulars history, photograph if available to Box 4897. [1085

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

VISITING London early May. Interested 4½- or 6-litre Bentley, pre-war tourer, drophead, saloon, consider Rolls.—Mail replies only to Michael Cary, Eriksdalsgatan 2B, Skovde, Sweden, or Mayfair Hotel, London, May 4. [9978

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.,

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1082/R

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0545/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY of Kilburn. [0827/R

BORGWARD

METCALFE & MUNDY, Ltd.

1951 Borgward 1500 sports saloon, 84mph, 32mpg, radio, rim embellishers many extras, independent suspension, all round, excellent order; £795.

SOLE Concessionaires, Metcalfe & Mundy, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRISTOL

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Bristol 400, radio, heater; £950.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford. Guildford 62907-8-9. [C1057

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1949 Bristol 401 Bristol Superlegera saloon, maroon, small mileage, first-class order throughout; £1,195. [C1001

BARTLETT.—Bristol 1948/49 type 400 saloon, many extras; £925.—27a, Pembridge Villas, W.11. [C1015

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BRUTONS Ltd.—Bristol 1948 400, excellent condition, heater, taxed.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0542. [C1096

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

ANTHONY CROOK.—New Bristols in stock for immediate delivery, most colours to choose from.

ANTHONY CROOK.—1953 type 403, fitted 404 engine modifications, numerous extras, 9,000 miles.

ANTHONY CROOK.—1953 type 401, genuine, 16,000 miles.

ANTHONY CROOK.—1948 type 400, superb condition.

ANTHONY CROOK MOTORS, Head Office, Caterham Hill, Surrey. Tel. 2232, also

ANTHONY CROOK MOTORS, 14-16, High St., Esher, Surrey. Tel. 4580 (showroom for callers only please). [C1065

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black, £975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex, Hounslow 0011 [C2015

ROSE & YOUNG, Ltd.—1949 series Bristol 400 saloon, radio and heater, immaculate condition; £875.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

Bristol Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305 [W2040

BARTLETT will pay more for good Bristols.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

B.S.A.

195 gns.—B.S.A. Scout, 1939, 10hp 2-seater, excellent condition; terms, exchanges.—Rowland Smith, below:—

165 gns.—B.S.A. Scout, 1939, 10hp sports 4-seater, very good condition; choice of 5 Scouts; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

UNUSUAL vintage Bugatti recently imported, typically French 2-door coupe with supercharged 53hp 8-cylinder engine, low mileage and good condition; £585.—Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0670/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. [0071/R

BUICK

ACRES offer:

1938 Buick 7-passenger limousine, beautifully kept and in really amazing condition, one titled owner; offers.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

METCALFE & MUNDY, Ltd.

BUICK 1949 model Super 51 4-door saloon, fitted with all extras, 34,000 miles from new, always maintained at distributors.

1947 Buick Roadmaster 4-door saloon, fitted with all extras and in really outstanding condition.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

RHD 1951 Buick, super, black, all extras.

RHD 1947 Buick, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

£145!!!—1936 (Dec.) Buick 30hp saloon, magnificent condition, excellent value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

TYPE 51S, late 1947, reg. '51, r.h.d., radio, pass lamps, etc., low mileage, one owner, specimen; £775.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046

1939 Buick Viceroy saloon, steering column gear change, leather upholstery, nice condition; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1938 Buick Viceroy saloon, black, one owner, chauffeur driven, immaculate condition; £250; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

LIMOUSINE, 1938, partition, forward occasionals, genuine low mileage, black, magnificent condition throughout, unrepeatable. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858.

WANTED, 1939-40 Buick with occasional forwards, one owner only, full particulars price.—Box 4866. [1044

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1, Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd. Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

SIMPSON'S offer:—

1947-8 Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1947 Cadillac convertible, grey, Hydramatic, red hide, heater, radio, new hood; £795.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1949 Cadillac, o.h.v., also 1951 and 1952 60 Specials.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 (November) Cadillac Model 62 saloon, hydramatic, radio, heater, nylon covers, 18,000 miles, brand new condition.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:

1952 Chevrolet 2-door, dual brown, fitted with all extras.

1952 Chevrolet Super de luxe, 2-door, radio, heater, immaculate.

1951 Chevrolet de luxe, 4-door, all extras, green, 20,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Chevrolet l.h.d. saloon, fitted radio, heater, loose covers, 24,000 miles; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1953 Chevrolet 4-door L.H.D. powerglide transmission, de luxe, heater, loose covers, 1,900 miles; £1,495.

1951 Chevrolet 4-door L.H.D., powerglide transmission, de luxe saloon, radio, heater, loose covers, 22,000 miles; £1,095.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Sq. Tube Station). Temple Bar 3588. [C1027

1951 Chevrolet, low mileage, colour black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [4028

BARGAIN.—Chevrolet de luxe 1950 saloon, l.h.d., 43,000 miles; original owner offers this immaculate car at £725 after April 27.—Brett, Deepcut 18. [1053

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

SIMPSON'S offer:

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

AUTO SALES (LONDON), Ltd., offer:—

1946 Chrysler Windsor saloon, right-hand drive, finished in black, radio and heater, superb car; £725.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [1097

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0561/R

CHRYSLER and Dodge parts and reconditioned units, also sheet metal parts, all models 1935-40, repairs by experts.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [8352

CITROEN

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1 Vic. 2211. [0756/R

CITROEN

HPG

1948 Light 15 saloon, excellent mechanical condition, finished black cellulose just like new, chromium to match, very good brown interior with new covers, a joy to drive as only a good Citroen can be; £415; terms; exchanges.—Highams Park Garages, Ltd., c/o Beverley Motors, Beverley Rd., Highams Park, London, E.4. Tel. Larkswood 7208/2031. [C1086

JOHN S. TRUSCOTT Ltd., for Citroen.

OFFICIALLY appointed retailers; new models from stock; several exceptionally fine post-war used models.

EXCHANGES, deferred terms.

173 Westbourne Grove, London, W.11. Bay. 4274. [C4035

GUY SALMON AUTOMOBILES offer:—

1952 Citroen Light 15 saloon, black, red leather, 12,000 miles from new, one owner, positively faultless and unmarked condition; £650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1951 (July) Citroen 6-cylinder de luxe saloon, finished in silver grey with red leather, immaculate in every detail, one fastidio s owner from new; fitted radio, heater and demister; £650; part exchanges, credit facilities; turn to page 48 for other Denham opportunities.—Portsmouth Rd., Esher, Surrey. Tel. 3560. [1156

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Citroen Light 15, mileage under 1,000, grey, and red leather; £895.

1949 Citroen Light 15, black, red leather; £425.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CITROEN 1949 15hp saloon de luxe, one owner; £450.—Tel. Sheffield 74064. [1187

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1947 Citroen Light 15, just completely overhauled, fitted radio, excellent order; £395. [C1001

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [4734

1950 Citroen Light 15, grey, red leather, all new tyres; £465.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1954 Citroen Light 15, black, tuned engine, balanced wheels, in showroom condition; £875.

1954 Citroen 2 c.v., taxed, carefully used, a most reliable and economical car; £525.

E. PASCALL (GUILDFORD), Ltd., Guildford 2274. [9996

1947 Citroen Light 15, excellent cond., decoked, new valves, uses no oil; £365, o.n.o.—Elmbridge 7457, 7 p.m. [1162

1949 Citroen Lt. 15, immaculate condition; details to genuine enquirer; £465 o.n.o.—Laight, Brothertoft Rd., Boston, Lincs. Boston 4125 [1167

CASS'S MOTOR MART.—1949 Citroen 15 saloon, black, carefully used; £440; written guarantee; terms and exchanges.—5 Warren St., W.1. Euston 4110. [C1040

1946 (August) Citroen Light 15 saloon, sun roof, excellent throughout; £365; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

£295!!!—Citroen 15 de luxe special long chassis 7-seater saloon, ideal economical car for large family; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CITROEN (June, 1951) Light 15 saloon de luxe, finished black with red leather, one owner, moderate mileage, complete overhaul by makers last August, receipts shown; £595.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 5301. [9790

1951 Citroen Light 15 saloon in immaculate condition throughout, expert examination invited; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2 [C3011

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £475.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

ROYS offer another amazingly good 1946 Citroen Light 15 saloon; £345; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models.—Ring Speedwell 9761. Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1953 Citroen Light 15 sun saloon, one owner, low mileage, heater, grey with red leather upholstery, bench-type front seats; £765.—E.P.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 5000. [C2004

1949 Citroen Light 15, black with red leather, new tyres, excellent appearance, sound mechanical condition throughout, taxed; £450.—Gatensbury Bros., Column Garage, Shrewsbury. Tel. 6272. [1059

1952 Citroen 6-cylinder saloon, one owner, a very smart car carefully maintained, black with brown leather, fitted heater, taxed year; £695.—32, Long Millgate, opposite Victoria Station, Manchester 3. Blackfriars 1549. [1149

565 gns.—Citroen Light 15, 1951 sports saloon, sliding head, leather, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Citroen Cars Wanted

REQUIRED, good used Citroens.—G. Edwards, Amenbury Lane, Harpenden, Herts.—Harpenden 118. [W2000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange. —173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2 [0187/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [9334

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.E.3. Kensington 3464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017 [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr. all spares stocked. [0585/R

DAIMLER

CAR MART, Ltd.

1946-7 Daimler 27hp 7-seater limousine, heater, coachwork by Hooper, Ltd.; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

TOM GARNER, Ltd., offer:—

'52 Daimler 2½-litre Consort saloon, black, 18,000 miles; £1,095.

'49 Daimler 2½-litre saloon, heater, radio, black; £685.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre sports coupe, maroon, red leather, one owner; £1,450.

DAIMLER 2½-litre Conquest saloon, black, red leather; £1,250.

DAIMLER 2½-litre Consort saloon, black, brown leather; £1,025.

DAIMLER 2½-litre saloon, maroon, red leather; £675.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Daimler 2½-litre Consort, grey with blue leather, 38,000 miles, one owner since new; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9. [C1057

BROOKLANDS: Individuality buy and used cars.

1953 Daimler 2½ Consort saloon, 8,500 miles.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 3351-6. [C1029

1954 Daimler Conquest saloon, 350 miles only; £1,595.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2023

CAMDEN MOTORS offer the following low-mileage Daimlers:—

1951 Consort saloon, in dark green, one owner, heater, expertly maintained; £825.

1951 Consort saloon in black, another one-owner car, late property of wealthy company director, fitted H.M.V. radio (1954 model), heater, screen-washers, most immaculate order; £895.

1949 drophead coupe, special foursome bodywork by Barkers on the 2½-litre chassis, late registration car in maroon, very handsome specimen; £725.

1950 2½-litre saloon; one of the best examples of this series we have handled, one previous owner, nominal mileage; £650.

SIX other post-war saloons in stock and several late pre-war 2½ saloons.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1952 Consort saloon, grey, red leather, radio; £995. —Mansfield Autos, Ltd. Euston 2587. [C3001

1952 Daimler Consort, blue, blue leather, air conditioning, nominal mileage; £1,095; also

1953 Daimler Consort, black, brown leather, 4,000 miles, one owner; £1,295.

RIPCO, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C5052

DAIMLER 1938 2-litre sports saloon, exceptional condition; £350.—Bartlett, 27a, Pembridge Villas, W.11. [C1013

1951 Daimler 2½-litre special sports Barker coupe, two-tone grey, maroon leather, radio and heater, low mileage, immaculate.

THE MOTOR MART, 16, Stockport Rd., Altrincham, near Manchester. [1146

1949 2½-litre, grey, Barker drop head coupe, heater, good condition throughout; £700.—Campbell Symonds, Wembley 6262. [C1037

DAIMLER

FOR sale, in tip-top condition, Daimler 2-seater sports, colour cream and green, first registered September, 1950.—Reply to Box 4571. [9349

1954 (March) Daimler Conquest, 1,200 miles, as new; £1,375.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1950 Daimler coupe fitted radio and heater, one owner, showroom condition, maintained by Daimlers, black/blue; £875.—Tel. Maidenhead 444. [1120

1953 Daimler Consort saloon, 5,000 miles only, beautiful condition.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6 [C2028

£395.—1939 series Daimler 2½-litre 4-light sports saloon, outstanding condition; £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 2½-litre saloon, black/red, radio, heater, one owner, spotless; £650; also earlier model, £550.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [C4070

1948 Daimler 2½-litre saloon, two owners, speedo. 42,000, black with red upholstery, in very good condition throughout; £550.—Caffyns, Ltd., Eastbourne 4343. [1036

£222!!!—Daimler 15 special Mulliner 4-seater sports coupe, undoubtedly specimen condition, the finest we have had; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LIMOUSINE exceptional '39 E.L.24, regd. '53, face-forward occasionals, black, stored 10 years; £550; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

£1245.—1953 2½-litre Daimler Conquest saloon, one owner, 8,000 miles, immaculate.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1953 (Nov.) Daimler Conquest saloon, black, red leather, one owner, 6,000 miles only, fitted radio, screenwash and chassis sprayed with underseal, perfect condition; £1,345.

CHARLES FOLLETT, Ltd.—Showrooms: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C3010

1950 (May) Daimler special sports coupe, overdrive, excellent condition, new hood; £1,135. —Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

1950/51 Daimler Consort saloon, colour black, brown leather interior, entire car in faultless condition throughout, taxed year, one owner since new; £825.—F. Rutter, Hunston House, Old Leake, Boston, Lincs. [9740

1940 Daimler saloon, 1,400 miles since complete works mechanical and coachwork renovation at fabulous cost, black with red leather; £450.—A. A. Titmuss, Daimler Specialist, 81, Clapham Rd., S.W.9. Reliance 1647. [9443

395gns.—Daimler 1939 2½-litre sports saloon, blue, sliding head, blue leather, good tyres, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ROSE & YOUNG, Ltd.—1953 (August) Daimler Conquest saloon, 1,000 miles only, H.M.V. 5-valve radio, as new, black with red leather; £1,295.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

DAIMLER Empress 2½-litre saloon with overdrive, first registered October, 1950, with coachwork by Hooper, colour black with beige hide upholstery, fitted radio, heater, windscreen washers, speedometer reading 31,000; in excellent condition throughout; £1,995.—Appleyard of Leeds, Ltd., North St., Leeds, Tel. 32731. [1143

XXX Beautifully maintained 1952 (May) Daimler Consort saloon, this really immaculate one-owner car is finished in black and chromium with brown leather upholstery, fitted with heater, it has a delightful performance and is altogether a most desirable example; £995; terms; exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. [C3003

1952 (April) Daimler Consort 18hp saloon, finished green with green leather upholstery, fitted heater and loose covers, had one owner, chauffer-driven and serviced, checked over before resale, mileage 23,000, this is a car of distinction and has been maintained in keeping with the name of "Daimler": £965.—Seen at Adams & Gibbon, Ltd., St. Thomas St., Newcastle, 2, or Tel. 26281 for demonstration. [1064

LIMOUSINE, exceptional, 1939/EL.24, partition, forward occasionals, black, private chauffeured, mileage 35,000, immaculate. £635. Selection from £530. First class condition.

£225 partitioned Park Ward Limousine, 1936/32hp, forward occasionals, exceptional chassis, bargain.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

CHAIN OF EALING

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Daimler Spares and Service

KINGSTON-ON-THAMES Daimler agents and specialists

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. [S4055/R

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6432

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 3775. [0688

A ROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

Daimler Spares and Service

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. S. Tansorne & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665. [0713/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

METCALFE & MUNDY, Ltd.

1950 special show model Delage, most attractive streamlined drop head coupe by Guillore of Paris, Mediterranean blue with blue hide upholstery, radio, Cotal gear box, 29,000 miles, very fast, economical and elegant car; £875.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DELAGE D6 7-seater saloon, in exceptional condition, mileage approx. 50,000.—Cross Keys Garage, Canonbie, Dumfriesshire. [1176

Delage Spares and Service

SELBORNES, world concessionaires.

IN association with

WIMBUSH

COMPLETE overhauls, body repairs, tuning.

REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0659/R

DELAHAYE

DELAHAYE 135 MS 1940 sedanca, superb performance; £695.

WIMBUSH/SELBORNE, Headfort Place, S.W.1. Slo. 0151. [1119

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Delahaye Spares and Service

SELBORNES, world concessionaires.

IN association with

WIMBUSH.

COMPLETE overhauls, body repairs, tuning.

REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0660/R

DELLOW

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Dellow super sports 2-seater, finished British racing green, one enthusiastic owner only, terrifically fast, full all-weather equipment; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

DE SOTO

NOVEMBER, 1951, 4-door saloon, 23,000 miles, r.h.d., every extra, as new; £1,295.—Mansfield Autos, Ltd., Euston 2587. [C3001

D.K.W.

D.K.W. cars!! bought for cash, taken on sale or return, no charges, as part exchange for new Ford, etc.

B & M GARAGES, Ltd., for new crankshafts, guaranteed for 12 months, at £26/10, sleeve blocks, £11; new super German pistons at £2/8/6 each; clients own spares fitted as desired by skilled and trained D.K.W. men.—B & M Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

£179.—1938 D.K.W. 8hp drop head coupe, nice condition; terms.—Autosnips, 5, Balham High Rd., Balham, 1509. [C1008

THE new 3-6 Sonderklasse D.K.W. now available for early delivery and demonstration.—A.F.N., Ltd. (Sole Concessionaires), Falcon Work, London Rd., Isleworth, Middlesex. Hounslow 0011 [C2015

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

PARTS, repairs, reasonable prices; D.K.W.s bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0059

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

FIAT

S. & S. MOTORS.—1939 500 4-seater, reconditioned engine, excellent condition, £250.

S. & S. MOTORS.—1948 500 cabriolet, two owners, carefully maintained; £325.

S. & S. MOTORS.—1939 500 2-seater cabriolet, reconditioned engine; £225.

S. & S. MOTORS.—1939 500 2-seater cabriolet, beautiful car, guaranteed; £250.

S. & S. MOTORS.—1937 500, good order; £120 all above at—165a, Westbourne Grove, W.11. Bayswater 1644. [9749

FIAT 500 convertible, blue, first-class condition, good tyres; £165.—Fraser, 76, Baker St., Weybridge. [1133

1939 Fiat 1100 saloon; £210.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

1951 Fiat 1400, polychromatic grey, r.h.d., many extras, incl. radio, superb condition throughout; £800.—Tel. Holbrook 265, Ipswich. [9424

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

MAYFAIR GARAGES, Ltd., for your Fiat.—Below.

MAYFAIR GARAGES, Ltd.—1950 (reg. '52) 500C ohv de luxe convertible r.h. drive coupe, Fiat pale blue with Bedford cord interior, extremely smart car scrupulously maintained since new, guaranteed; £485.—Below.

MAYFAIR GARAGES, Ltd.—1949 500B ohv genuine Belvedere station wagon, blue with soft hide upholstery, extremely smart car with outstanding performance, guaranteed; £475.—Below.

MAYFAIR GARAGES, Ltd.—1942 (reg. 1952) 500 de luxe 2nd series hardtop coupe, l.h. drive, black, Italian upholstery, roof grid, very smart car with excellent and economical road performance, guaranteed; £310.—Below.

MAYFAIR GARAGES, Ltd.—May, 1939, 500 2nd series de luxe full 4-seater convertible saloon, black and ivory, new Tygan loose covers, carefully preserved, very smart car with outstanding road performance, guaranteed; £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, green, Tygan loose covers, almost new tyres, reconditioned engine 100 miles ago, extremely smart car with outstanding road performance, guaranteed; £285.—Below.

MAYFAIR GARAGES, Ltd.—August, 1937, 500 de luxe convertible coupe, black, beige nylon hood with cloth interior to match, scrupulously maintained since new, extremely smart car with outstanding performance, guaranteed; £275.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe hardtop coupe, maroon, excellent and economical road performance, guaranteed; £245.—Below.

MAYFAIR GARAGES, Ltd.—August, 1936, 500 de luxe convertible coupe, off-white with leather upholstery, bumpers, attractive car with excellent and economical road performance, guaranteed; £235.—Below.

MAYFAIR GARAGES, Ltd.—1936 500 de luxe hardtop l.h. drive coupe, maroon, cloth interior, smart car with outstanding road performance; £150.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 de luxe convertible coupe, blue, good condition, ready for immediate road service; £135.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive literature, price list and copy of Road Test Report gladly sent on request.—Below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St., (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-1. [C3009

C. V. RUSHMER, the Fiat Specialist, 1954 "New Eleven Hundred" saloon, amazing performance, 80mph, 40mpg.—39, Holland Park, W.11. Park 5731. [C3061

245gns.—Fiat 12, Oct., 1940 4-door pillarless saloon, silver grey, sliding head, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195gns.—Fiat 500, 1939 model convertible coupe, blue, blue leather, good condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£175.—1937/8 Fiat 500 4-seater coupe, excellent condition.—G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

FIAT.—Mr. C. le S. Metcalfe wishes to dispose of his well-proved Balilla sports car, winner of 25 firsts and numerous other awards; spares include complete back axle, cylinder block and unused head, tappets, distributor, coil, gaskets, range of chokes and jets; fully equipped with new hood and side curtains, taxed; price £350, which includes entry for two races at Members' Meeting, Goodwood, May 1; also four 9in hydraulic brakes with Al-fin racing drums; price £20.—Tel. Ken. 2668, or write 29, Hans Place, London, S.W.1. [1054

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

S. & S. MOTORS pay more for Fiats.—165a, Westbourne Grove, W.11. Bayswater 1644. [7296

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £35; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6, Sats. 9-1. [0652/R

S. & S. MOTORS, Fiat 500cc spare stockists; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [81091

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). [0099/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

1937 Ford 8 saloon, good running order; £150.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433. [1117

FORD Anglia, 1948, excellent cond.; £285.—42, Keyes Rd., N.W.2. Gla. 2035. [1166

FORD 8 saloon, 1937-8, excellent condition; £160, or offer.—Adams, East View, Highworth, Swindon, Wilts. [1169

FORD (8 h.p.)

1935 Ford 8 saloon, one owner; £110; three months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1953 Ford Anglia, very small mileage, as new; £410; 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054/1

£75.—1935 Ford 8 saloon, excellent runner; taxed. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Ford Anglia, beige, clean; £315.—Vare Motors, Ltd., 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. [1067

325gns.—Ford Anglia, October, 1949 saloon, beige, red upholstery, excellent condition; terms; exchanges.—Rowland Smith, below.

225gns.—Ford 8 1939 saloon, beige, red upholstery, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Ford Anglia, guaranteed; £290, payments.—Oldfield, 386, Kensington High St., W.14. Western 6651. [C3029

1948 (November) Anglia saloon, guaranteed; £510, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

4000 miles only, 1953 Ford Anglia sln.; £445.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

FORD Anglia, 1947, recently fitted reconditioned 10hp engine, mechanically maintained regardless of cost; accept £295 or near offer.—Young, 154, Blackfriars Rd., London, S.E.1. Tel. Waterloo 3131. [1078

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

WHY accept less for your Ford Anglia saloon when you can get its full market value from:—FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

FORD (10 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp Bus Depot) [0100/R

AUTO SALES (LONDON), Ltd., offer:—

1951 Ford Prefect saloon, black, brown leather, one owner, small mileage; £415.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [1098

ALLAN TAYLOR MOTORS, Ltd., offer:—

1951 Ford Prefect, leather upholstery; £400

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433. [9822

AUTOMOBILE & AIRCRAFT SERVICES, Ltd

1949 Ford Prefect; £425.

1948 (December) Ford Prefect; £345.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1953 Ford Prefect, black, red leather, one owner, 6,000 miles; £495

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1950 Ford Prefect, low mileage; £425.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. [C3063

1948 Ford Prefect, positively immaculate; £510.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1950 Ford Prefect, leather, excellent; £385.—Vare Motors, Ltd., 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. [1069

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

ROYS offer 1947 Ford 10 Prefect saloon, really exceptional; £335, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £375.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914 [4006

1947 (July) Ford Prefect saloon, one owner in excellent condition throughout; £295.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

£225.—1941 Ford 10 Prefect 4-seate. tourer, excellent runner, recellulosed, new hood; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 Ford Prefect saloon, 9,000 miles; £535.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

£115.—1938 model Ford 10 tourer, Perspex and plastic sidescreens, Armstrong shockers, new brake linings, good performance, sound order.—Stephens Garage, Gunnislake, Cornwall. [1107

FORD (10 h.p.)

345gns.—Ford Prefect, November, 1949 saloon, leather, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Ford Prefect saloons, black/red, green/brown, black/brown, choice 3 from £399; 1948 black/red, black/green, choice 2 from £299; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3066

1938 Ford 10 tourer, original condition, one-owner car, black, full road equipment, tonneau cover, heater, wing mirrors, spot-lights, fog and reversing lights, Prefect type handbrake, special dashboard gear change combining twistgrip indicators, Windtones, etc., reconditioned engine, automatic ignition control, superb mechanical condition, full original tool kit and instruction manual; £235.—Apply, Lawrence, She. 3567. [1129

Ford Ten Cars Wanted

GOOD Prefect wanted; immediate cash.—Lib. 1604 or Vig. 8978. [W3048

WHY accept less for your Ford Prefect saloon when you can get its full market value from:—FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

ALWAYS

A SELECTION of Ford Consuls with a written guarantee and free after sales services at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1954 Ford Consul saloon, with every conceivable possible extra fitted, genuine 8,000 miles only; it is impossible to list the extras fitted in this advertisement, but to any interested buyer we will gladly answer all enquiries; the car cost originally over £1,000, and is the finest example on the roads to-day; 759gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. A. SAUNDERS, Ltd., offer:—

1953 Ford Consul saloon, black, red upholstery, heater, recorded mileage 17,650; £655.

836—842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

CHARLES RICKARDS, Ltd., offer:—

1952 (April) Ford Consul, blue, 12,800 miles only, in exceptional condition throughout; £585.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3051

CAMDEN MOTORS offer Ford Consuls:—

1952 saloon, fitted radio, heater and other de luxe equipment, serviced every 1,500 miles by main Ford agents (bills available), spare unused; £645.

1952 Consul saloon, another one-owner car expertly maintained and of moderate total mileage; £595.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

H. A. SAUNDERS, Ltd., Golders Green offer:—

1952 (Feb.) Ford Consul, one owner, real leather, heater, radio, magnificent; £596.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1953 Ford Consul saloon, black, red leather, heater, spare unused; 625gns.

RIPCO, Ltd. (Consuls Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C3052

545gns.—For 1 Consul 1951 saloon, leather, heater, very carefully used; choice of 4 Consuls; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

WHY accept less for your Ford Consul saloon when you can get its full market value from:—FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

1953 Consul wanted, heater, low mileage; £650; essential must be in first-class condition.—5, Conway Court, St. Leonards/Sea. Hastings 3205. [1066

FORD ZEPHYR

ALWAYS

A SELECTION with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

BOON & PORTER, Ltd.

1953 Series saloon, leather, heater, radio, 8,000 miles, unmarked; £675.—Castlenau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444 offer:—

FORD Zephyr Six saloon, first registered Jan., 1953, colour black with leather upholstery and heater, mileage 15,400; £680.

FORD Zephyr Six saloon, first registered Feb., 1953, colour black with leather upholstery, heater and radio, spot lamp and wing mirrors, 9,500; £685.

FORD Zephyr Six saloon, first registered January, 1953, colour grey with leather upholstery, radio, heater, twin spot lamps, reversing light, mileage 9,000; £685.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

WANSTEAD MOTORS, Ltd., offer:—

1952 Ford Zephyr, green, heater and leather, 18,000 miles; £635.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

CAMDEN MOTORS offer Ford Zephyrs:—

1953 saloon in pastel green, late registration one-owner car, in very beautiful condition; £675.

1952 saloon in black with leather, radio, heater, wing mirrors and tailored seat covers; £645.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

1954 Ford Zephyr, under 2,000 miles, one owner, taxed; £765.

RIPCO, Ltd. (Zephyrs Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C3052

1953 Ford Zephyr, leather, heater, loose covers, 11,000 miles; £695.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1116

1953 (August) Zephyr saloon, black, red leather, heater, immaculate condition; £695.—Robbins, East Putney. Tel. 4581. [C3010

1953 Ford Zephyr, black, leather, heater, radio, one owner 10,200 miles only, superb order, serviced and guaranteed; £765.

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C3010

1954 Ford Zephyr, only 850 miles as new, black, red leather, wireless and heater; £820; licensed ready for road.—Stroud Brewery Co., Ltd., Stroud. [9420

1952 (September) Ford Zephyr, Canterbury green, with beige leather, 12,000 miles, one owner; £615.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1953 Ford Zephyr, black, fitted heater, seat covers, 6,000 miles, chauffeur kept, first-class condition; nearest offer £700 obtains.—Sir Christopher Chancellor, Dane End House, Ware, Herts. [1028

1952 (October) Zephyr saloon, fitted radio, heater, loose covers, spotlight, windscreen washer, etc., guaranteed; £635, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

Ford Zephyr Cars Wanted

1952-1953 Zephyr wanted urgently.—Fleet, The Cottage, Mentmore, Leighton Buzzard, Beds.

TOP price paid for Zephyr or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

FORD MERCURY

FORD Canadian-built Mercury, right-hand drive, one owner, chauffeur driven, mileage 27,000; absolutely as new; £495.—Write, Box 4917. [1151

FORD (V.8)

DICKS.

1939 Ford Mercury V.8 saloon, ready for hard wear; bargain, £175.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Pilot saloon, black, beige upholstery, radio, heater, recorded mileage 20,620; £395.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

1950 Ford Pilot, radio, heater, immaculate; £415.—Jack Pozner (Autos)), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1937 Ford V.8 78s saloon, fitted radio, loose covers, excellent condition; bargain £145!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1938 Ford V.8 drop head foursome coupe, excellent condition; £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1951 Ford Pilot, black, brown, excellent condition; £395; terms, exchanges.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

FORD Pilot, late 1948, black with brown leather, heater, 40,000 miles; £350.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. [C0261

1951 Ford Pilot saloon, black, radio, heater, leather, guaranteed; £385, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1950 Ford V.8 Pilot saloon, pastel green, exceptional throughout; £395.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1939 Ford 91A 4-door saloon, hydraulic brakes, excellent runner, clean leather interior; £175 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition; £425.—39 College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

FORD (V.8)

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1949 (registered) J.B.M. (Ford V.8) sports tourer, reconditioned engine, recellulosed, superb throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

395 gns.—Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AMERICAN FORD

SIMPSON'S offer:—

1952 Ford convertible, Fordamatic gear, fitted all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 6691/3903. [C4015

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

AMERICAN r.h.d. Ford, black, 4-door customs saloon, registered mid-summer 1951, in first-class condition, mechanically and coachwork; almost new tyres; best offer for quick sale, over £900.—Rowland Hartrick, Ltd., 57, Warwick Rd., Birmingham, 11. Victoria 1029. [1145

UTILITY—FORD OR OTHER BODIES

1952 Ford 10 Martin Walter utility, low mileage, in very good condition; £465.

G & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

FORD MISCELLANEOUS

£125.—1936 Ford 10, 4-door saloon, excellent condition, also Ford 8, 1935-6, £115.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

Ford Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Ford 8 or 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

RICHARDS & CARR buy 1947-54 Anglias and Prefects.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0231

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines)

[0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0095/R

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [S3065/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

MAIDSTONE ENGINEERING Co.

1947-8 Frazer Nash-B.M.W. Type 328 2-seater roadster, most beautifully finished in Burgundy with black leather interior, capable of speeds in excess of 100 mph and cruising speeds of 90 mph, fitted many extras, a genuine example of this exceptionally fast and economical machine; £575, terms, exchanges.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

PERFORMANCE CARS.—Good selection always available: written guarantee.—See under "Sports Cars." [C3041/B

£265.—Frazer Nash-B.M.W. Type 329, first reg. 1949, 4-door saloon, l.h.d., smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Type 326/80 drop head foursome, only 2 of this type in England, 326 engine rebored, crank reground, etc., 2,000 miles ago, body good, exceptional performance; £365.—Vigilant 6606 or 7526 evenings. [1009

JACK ROSE Ltd., offer 1939 Frazer Nash-B.M.W. type 327/80 saloon in beautiful dark grey with beige leather upholstery, fitted heater and many extras, in rare condition with outstanding performance; £615.—Stafford Rd., Wallington, Surrey. Wallington 6677.

145 gns.—Frazer Nash-B.M.W. 1936 2-litre convertible saloon, maroon, red leather, very good condition; choice of 3 F.N.-B.M.W.s; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

FRAZER NASH-B.M.W.

FRAZER NASH-B.M.W. Type 327/80 drop head coupe, 1939, fitted Bristol 85C, 3 carbs, engine and transmission 1946; full set Bristol instruments and many other extras, finished in blue with grey leather, and in excellent running order, owned and maintained by enthusiast.—Box 4952. [1202

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

HEALEY

A1 GARAGE, Ltd., offer:—

1951 Healey Tickford saloon, one owner, 20,000 miles, new engine and gear box fitted 15,000 miles, maroon, in immaculate condition; £845.—12, Kynance Mews, S.W.7. Western 4076. [1063

D. J. HUNTER, Ltd., offer:—

1950 Healey Silverstone sports 2-seater, fast and attractive; £550.

1947 Healey sports 2-seater, tuned to 120 m.p.h., attractive; £450.

D. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RICHARDS & CARR, always best value.

1953 Austin-Healey, one owner, 5,000 miles, Alfin drums, radio; £985.

1951 Alvis-Healey 3-litre convertible, H.M.V. radio, heater, smart; £995.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

W.M. See the Welbeck Motors advertisement under "Austin-Healey." [C4049

BROOKLANDS.—Sole concessionaires, Healey, stock new 4-seater saloon, coupe and convertible 3-seater.

1952 Healey Abbott drop head coupe.

1951 Healey Tickford saloon.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1949 Healey-Duncan, 40,000 miles; £575.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1951 Healey Tickford, radio, heater, windscreen washers, many extras, 20,000 miles; £895; exchanges, hire purchase.—Mac's Motors, Mold, Flintshire. Tel. Mold 105. [1195

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1949 Healey Duncan saloon, extremely handsome, superb order, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

Healey Cars Wanted

BARTLETT will pay more for good Healeys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, urgently require Healey, Tickford and Elliott saloons—also Abbott drop head coupes. [W1001

WANTED privately, late model 4-seater Healey convertible; please write, stating full particulars and price required.—Tasker, 278, Whalley Rd., Accrington. [9904

HILLMAN 10

ALWAYS

HILLMAN Minxs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

CAR MART, Ltd.

1953 Hillman Minx saloon 21 model; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

CALIFORNIAN Hard Top, 1953 (late), 8,000 miles, radio and heater, Marchal spot lamps, condition as new; £725.

EXCHANGES and terms; A.A. or R.A.C. inspection welcomed.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground Station. [C4017

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Hillman Minx convertible coupe, in really immaculate condition, coachwork and interior as new, exceptionally good mechanical order, one careful owner only; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BOON & PORTER, Ltd.

1952 series Minx Mk. V saloon, one owner, finished grey, carefully serviced; £495.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

1952 (Dec.) Hillman coupe, blue; £595.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

HARRY KITCHENER, Ltd., offer:—

1950 (Aug.) Hillman estate car, duo-green, brown upholstery, just fitted reconditioned engine, extras include radio, heater and twin horns; one titled owner since new; £525.

HARRY KITCHENER, Ltd., 180, Goldrington Rd., Bedford. Rootes Group Dealers. Tel. Bedford 2790. [1148

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI saloon, black, 4,000 miles, £665; another in blue, similar mileage.

1952 Hillman Minx Mark V saloon, green, heater, 16,000 miles, £595; another in blue, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx saloon, low mileage, immaculate condition; £555.

1951 Hillman Minx saloon, one owner, low mileage, immaculate condition; £535.

1950 Minx saloon, one owner, low mileage, £100 extras; £535.

1949 Hillman Minx saloon, taxed year, one owner, unmarked, low mileage; £465.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1952 Hillman Minx saloon, l.h. drive, heater, excellent condition; £510.—Dobsons, Ltd. (Hillman Agents). Staines 801. [C1074

£585—1952 Hillman Minx convertible, black with beige, 16,000 miles, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

CAMDEN MOTORS offer a magnificent selection of all Hillman models:—

1953 Phase VI anniversary model.

1953 Californian hardtop, very low mileage.

1952-3 Phase V saloons and coupes; choice of 8 models.

1949—51 saloons and coupes, including Phase II models.

ALSO pre-war saloons and coupes, 1939, at £195; and earlier models from £85.

MINX estate cars in stock, Phase II, III and Phase IV.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1953 (March) Hillman Minx Mark VI saloon, green with beige interior, fitted overriders, flame-thrower, etc., 9,000 miles only, supplied to and maintained by us for the original owner, an immaculate car in every respect; £645.

1951 (April) Hillman estate car, finished in duo-grey, 23,000 miles only, one titled owner since new; the condition of this car is commensurate with half the recorded mileage; £595.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1953 Hillman estate car, approximately 6,000 miles, radio, heater, other extras, looks as new; £695.—Croydon 8341. [1141

1948 Hillman Minx drop-head coupe, specimen condition; £435.—Autowork, Ltd. Winchester. Tel. Winchester 4834. [C1010

1953 (September) Minx saloon, maroon, beige leather, heater, covers, 7,000 miles; £665.—Robbins, East Putney. Tel. 4581. [C3010

1952 model Hillman Minx Mark V drop head coupe, one owner; £525.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [C1076

£266!!!—1939 Hillman 10 de luxe saloon, undoubted the finest we have had, practically 1951 condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Hillman Minx Phase II saloon, grey, loose covers, engine reconditioned, not yet run-in, excellent throughout; £375.—John Trigg, Ltd., Esher 1234. [9886

HILLMAN 1935 4-seater sports tourer, just the job for spring, v. good condition, run week-ends since 1950, reborc; £110 o.n.o.—Smith, 46, Hyde Park Ave., N.21. Lab. 3618. [1015

1953 (Oct.) Hillman Minx Californian hardtop saloon, 4,200 miles, duo-green, heater; £750.—Haslemere Motor Co., Ltd., Woodbridge Rd., Guildford 62877. [1138

1946 (Dec.) Hillman Minx saloon, blue, very good order throughout, any inspection, 3 months' guarantee; £545.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

ARCHIE SIMONS & Co., Ltd.—1952 Hillman Minx d.h. coupe, black, fitted heater, nominal mileage, one meticulous owner since new, excellent throughout; £585.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

MARCH (1953) Alpine Minx saloon, prepared for rally regardless of cost, 12gal tank, twin fuel lines, special radiator, etc., etc., 12,000 miles only, competing another class only reason for sale; £700.—Box 4858. [1020

1946 Hillman drop head coupe, maroon, red leather, carefully maintained, in really excellent condition, any examination.—Seymour and Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

525 gns.—Hillman Minx, October 1951, Phase V saloon, black, red upholstery, heater, one careful owner, small mileage, good tyres, unworn spare, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Hillman Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

GOOD Minx wanted; immediate cash.—Lib. 1604 or Vig. 2978. [W3048

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168. [0409/R

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

XXX—H. F. Edwards offer immediate cash for good Hillman cars.—Details please to 28-30, Upper High St., Epsom Surrey. Tel. Epsom 9400. [W2001

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0230

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-81, New King's Rd. Fulham, S.W.6. Renown 1183. [0076/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

HOTCHKISS

DICKS.

1939 Hotchkiss 10hp drop head foursome coupe, most attractive car; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

METCALFE & MUNDY, Ltd.

HOTCHKISS, actual 1950 Olympia Show car, 4-door saloon, black, Cotal gear box, 30,000 miles, many extras, literally as new throughout.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1937 Hotchkiss Paris-Nice drop head coupe, guaranteed; £270, payments.—Oldfield, 366, Kensington High St., W.14. Wes. 6631. [C3029

H.R.G.

L. F. WARD, Ltd.

1949 H.R.G. 1500 sports, 27,000 miles, extremely fast car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 0146. [C4043

H.R.G. Cars Wanted

REALLY good H.R.G. required.—Cobb, 30, Harley House, N.W.1 [W1086

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1948 Hudson Super Six saloon, 22hp, finished dark blue, blue leather, heater, radio, 5 new tyres, new battery recently overhauled at Hudsons, immaculate condition throughout; £625. [C1001

MAGNIFICENT 16hp Club coupe, column change; £235.—Value Cars East Sheen, Prospect 7520. [C4068

HUDSON 1936 28hp 8-cyl. saloon, genuine mileage 38,500; Hudson maintained, excellent condition; £205 o.n.o.—Gravesend 729. [1190

1939 Hudson 16.9hp saloon, black with red leather upholstery, steering column change, etc., good engine and body; £140.—Crawford, 81, Princes Ave., N.13. [1105

£165—1937 (November) Hudson 22hp black saloon, faultless runner, beautiful hide interior; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2974-5. [0861/R

Hudson Spares and Service

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621. first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd [0065/R

HUMBER

BENTALLS, Ltd.

1949 Humber Hawk Mark III saloon, black; £485.—Kingston-on-Thames, Kingston 1001. [1200

CAR MART, Ltd.

1948/49 Humber Pullman limousine, radio, heater; £875.

1952 Humber Super Snipe saloon; £525.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1035

TOM GARNER, Ltd., offer:—

'52 Humber Imperial Mark III 7-passenger saloon; £1,195.

'53 Humber Super Snipe Mark IV, black, heater, 6,000 miles, used show purposes only; £1,145.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951 Humber Hawk saloon, late diplomat's car, chauffeur maintained; £625.

1949 Humber Super Snipe saloon; this week's special bargain; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

H. A. SAUNDERS, Ltd., offer:

1952 Humber Hawk saloon, bronze, red upholstery, heater, recorded mileage 10,850; £775.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT offer:—

1953 Humber Super Snipe Mark IV saloon, gun grey, 8,000 miles, £1,125; another in sapphire blue, similar mileage.

1949 Humber Hawk Mark III saloon, black, radio and heater, 26,000 miles; £535.

1952 Humber Super Snipe Mark III saloon, steel grey, 23,000 miles, radio and heater, £750; another in black, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Humber Super Snipe, green with beige leather, mileage 35,000; £595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

HUMBER Hawk, 1951, blue, with heater, very clean; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1949 Snipe saloon, black, brown leather, heater, one owner, 19,800 miles; £495.—May 5242.

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Humbers.

A SELECTION from our stock:—

1951 (March) Humber Hawk saloon, satin bronze, red upholstery, 19,000 miles and taxed for the year, numerous extras include fitted radio, Rootes heater, Ace Rimbellishers, windscreen wash, etc.; this car has just been completely overhauled and recellulosed, and is consequently immaculate; £675.

1948 Humber Hawk saloon, grey with grey interior; this car has been fitted with a 16hp engine and therefore combines modern performance with the roomiest body style; an extremely well maintained car; £425.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1953 Humber Hawk, blue, beige leather; £795.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1949 Humber Super Snipe saloon, excellent order throughout, magnificent car, three months' guarantee; £445.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1951 Humber Hawk saloon, very nice condition; £625.—Gordon Wooderson, 48a Dresstead Rd., S.W.16. Streatham 9638. [C4059

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [3291

1953 Humber Hawk saloon, gun/grey, windscreen washer, taxed, extremely good condition; £750.—John Trigg, Ltd., Esher 1234. [9887

1949 Humber Hawk saloon, one owner, 10,000 miles since engine overhaul; £425.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211.

895 gns.—Humber Hawk, 1954 saloon, black, red leather, heater, one owner, 3,000 miles, spare unused, practically new; terms, exchanges.—Rowland Smith, below:—

245 gns.—Humber Snipe, 1939 21hp de luxe saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ARCHIE SIMONS & Co., Ltd.—1952 Humber Super Snipe, black/brown, 10,000 miles, excellent condition throughout; £745.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1950 Humber Super Snipe, one owner, black, brown upholstery, immaculate condition throughout; £575; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2860 [C2055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1953 Humber Hawk Mark V, green with heater. H.M.V. Radiomobile, mileage 16,000, new condition, privately owned; price £795.—E. H. Lord, D. McMaster & Co. Ltd., Mount Bures Works, Bures, Suffolk. Tel Bures 351-2. [9366

PRIDE & CLARKE, Ltd., 1950 Humber Hawk saloon, green/brown leather, radio, heater, £499; 1949 Super Snipe black/brown, heater, £429; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

1949 Mk. II Humber Super Snipe, colour black, mileage 80,000, bodywork good, recently fitted with new brakes and front suspension, tyres fair, the property of large engineering company.—Offers invited to Box 4590. [9390

1952 Humber Super Snipe saloon, black, beige upholstery, mileage 28,000, one owner; this car is in new condition, exchange considered; Daimler preferred but not essential.—Kingston Garage, Anlaby, Near Hull. Tel 57136; evenings, Waddington, Ferriby 91Y. [1134

1951 (April) Humber Super Snipe saloon de luxe, black with beige leather, mileage 24,000 only, in really magnificent condition throughout; fitted with radiomobile twin-speaker set, heater and loose covers, one owner since new; comparable with a new vehicle in every way; price £545 in Carlisle; travelling expenses refunded.—Logan, 7, Marlborough Gdns., Carlisle. Tel. daytime Carlisle 25786, evenings 257771. [1160

A & S Limousines, extensive selection low mileage first class condition Humbers, guarantee certificate, ready service.

£345 privately chauffeured, 24hp, Limousine, partition, forward occasionals, leather throughout, 31,000 miles, 1950-condition, economical.

LIMOUSINES! 1947, mitred edge Pullman, partition, forward occasionals, black, meticulously maintained, reasonable mileage. £635. Selection from £485.

LIMOUSINES, privately chauffeured Humbers, 1949/50, partition, forward occasionals, leather, also cloth upholstery, radio, heater, certified mechanically, ready service, keen prices.

7-Passenger 1951 Imperial Saloons, leather upholstery, heater, radio, black, genuine low mileages, selection from—£925.

LIMOUSINES, 1951 Pullmans, leather also cloth, heater, radio, first class condition, from-£945.

1952 imperial partitioned Limousines, leather throughout, heater, radio, competitive prices. Alpe & Saunders Ltd. Providence Court, North Audley St. Mayfair-2941. [C1006

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St (Central 6411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 5252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3 Ham 6041. [W4018/R

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168 [0410/R

WANTED Humber Pullman or Imperial 1951 or 1952 model, 7-seater.—Box 4835. [1018

LATE Hawk saloon.—Full particulars to Rogers, Wellesley Ave., W.6. Riv. 2644. [W3054

TOP prices paid for 1950-51-52 Pullman limousines. Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231 [0330/R

TOP price paid for Humber or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381 [0553/R

XXX—H. F. Edwards offer immediate cash for good Humber cars.—Details please to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 5400. [W2001

7-PASSENGER, 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0308//R

JAGUAR

ACRES offer:—

1952 model Jaguar Mark VII saloon, grey with grey leather, many extras, 19,000 miles only indistinguishable from new; £1,095.

1951 Jaguar XK120 roadster, royal blue and silver 19,000 miles only, fully modified, never raced, as brand new; £995.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

COACHCRAFT offer:—

£995 o.n.o.—1952 (March) Mark VII saloon, one local owner, full history available, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6339. [C1053

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

SLOCOMBES, Ltd.

XK120's, choice of three as follows.

1953 (late) d/h coupe, mileage 4,271, radio and heater, spot lamps and in most pleasing condition throughout; £1,495.

1951 model special maroon finish open 2-seater, in excellent condition; £795.

1951 model, in blue, original cellulose, which is quite unblemished; £810; A.A. or R.A.C. inspection welcomed on any of the above.

PART exchanges and immediate hire purchase with pleasure.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground station. [C4017

AUTOMOBILIA, Ltd., offer:—

1938 3½-litre Jaguar foursome drop head coupe, black with red leather, radio, excellent condition; £295.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1099

H. BEART & Co., Ltd., offer:—

1947 (June) 1½-litre Jaguar, grey with grey leather, two owners, in excellent condition throughout; £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

GLANFIELD LAWRENCE offer:—

1950 Jaguar Mark V saloon, grey with red leather upholstery, radio, heater, 20,000 miles, magnificent throughout, choice of two; £745.—407, High Rd., N.12. Finchley 0091. [C2053

HAROLD SIMONS, Ltd., offer:—

1950 Jaguar Mark V 3½ saloon, black, brown leather, heater, demister, radio; choice 2 from £695.—Below.

1951 Jaguar Mark V 3½ saloon, grey, heater, demister; £795.—Below

1939 series Jaguar 2½ saloon, black; £285; all above cars are spotless in appearance and in excellent mechanical order; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

ROSE & YOUNG, Ltd., offer:—

1952 XK120, fitted with all modifications, including wire wheels, 9-to-1 compression, magnetos, radio, heater, spot lamp, luggage carrier, etc., exceptionally fast, immaculate condition; £1,065.

1951 XK120, low mileage, fitted heater, winkers, etc., exceptional condition, metallic silver; £855.

1950 Jaguar Mark V 2½-litre saloon exceptional condition, black; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

BRADSTOCK MOTORS, Ltd., offer:—

£865—1951 Jaguar XK120, finished in most attractive duo-colour, fitted loose covers, heater, washers, rad. blind, indicators, standard model, never raced; an outstanding example of this famous car.—Chase Rd., Epsom. Tel. 633. [C1090

GUY SALMON AUTOMOBILES offer:—

1953 (Aug.) Jaguar Mark VII saloon, 8,000 miles, radio; £1,375.

1953 (Nov.) Jaguar XK120 drop head coupe, 2,000 miles, radio, etc.; £1,489.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RICHARDS & CARR always best value.

XK120 l.h.d., 1953, f/h coupe, 9,000 miles; £1,285.

XK120 1951 2-seater, one owner, 9,000 miles; £945.

XK120 1951 2-seater, unmodified, very smart; £825.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 (November) Jaguar Mark VII, black with red leather upholstery, mileage 4,000; £1,385.

1949 Jaguar Mark V, grey with grey leather, radio, etc., mileage 24,000; £700.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1950 Jaguar Mark V saloon, black, brown hide interior fitted radio, heater, etc., one owner, taxed; £680.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [C4009

JAGUAR

BROOKLANDS: Individuality, new and used cars.

1954 Jaguar XK120 hardtop sports 2-seater.

1951 Jaguar Mark V saloon, heater, radio.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

CAMDEN MOTORS offer the following Jaguars:—

1938 1½-litre 14hp sports saloon, black with beige pigskin upholstery, coachwork now undergoing recellulose in our workshops; £245.

1939 1½-litre 14hp drop head foursome coupe, in metallic bronze with maroon upholstery and hood to match, fitted twin Lucas pass lights, Telecontrol shock absorbers, Fram oil coil, Ace wheel discs; £295.

1947 1½-litre special equipment saloon with full air conditioning, heater, radio and discs, one previous owner, moderate mileage; £435.

1948 1½-litre sports saloon, February delivery, silver-grey with red leather, recent engine overhaul, brakes relined, new tyres and battery; £465.

1939 2½-litre saloon, fitted works reconditioned engine November, 1953, approximately 6,000 miles; £295.

1949 (January registration) 2½-litre sports saloon, bills, service charts etc., for regular servicing by county Jaguar distributors since new, one of the best post-war models we have handled; £495.

1949-50 Mark V saloon in bronze, fitted Regency tailored seat covers, Flamthrower pass lights, built-in heater, etc., one previous owner, 26,000 miles; £593.

1949 3½-litre drop head foursome coupe, immaculately finished silver-grey with grey leather trimming and upholstery, special leather hood, all extras; £495.

1946-8 3½-litre sports saloons, choice of 7 different models from £385.

CAMDEN MOTORS, the Used Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

KJ MOTORS, Ltd., Jaguar main agents, offer:—

TWO immaculate low mileage Mark VII saloons, both supplied and serviced by K.J.

1953 Mark VII, pastel blue, blue leather, one owner, taxed; £1,325.

1952 grey, grey leather, one owner, taxed year; £1,095.

WIDMORE Rd., Bromley. Ravensbourne 3456. [1038

BARTLETT.—Jaguar 1953 late XK120 coupe, 5,000 miles; £1,395.

BARTLETT—Jaguar XK120 fixed head coupe, r.h.d., one owner, radio, etc.; £1,095.

BARTLETT.—Jaguar 1952 XK120, £150 extras; £1,150.—27a, Pembridge Villas, W.11. [C1013

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1952 XK120 2-seater, open, finished metallic blue, 8-1 compression, modifications, immaculate condition; £1,075.

1947 3½-litre Jaguar saloon, recent Laystall engine overhaul, black, excellent order; £350. [C1001

1952 Jaguar Mark VII saloon, grey, excellent order; £1,150.

1948 Jaguar 3½-litre coupe, radio, above average; £585.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2023

C-TYPE Jaguar, racing.—Chipstead Motors, see "Racing Car's" column. [C1046

£398.—Jaguar 1½-litre 1947, in really excellent condition throughout, radio, heater; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

£245.—Jaguar 12/4 1936 Sportsman 4-door saloon, in unusually good condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017/1

2½-litre '48 (Sept.) black saloon, exceptional condition; £525.—Clark, 11, Westbourne Grove Terr., W.2. Bayswater 1530. [1008

1950 Jaguar 3½-litre, magnificent condition; £755.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019/1

1939 Jaguar 3½-litre saloon, magnificent, guaranteed; £185; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1952 Mark VII saloon, grey, grey leather, heater and seat covers, superb condition; £1,125.—Robbins, East Putney. Tel. 4581. [C3010

1936-7 Jaguar, two owners from new, absolutely immaculate throughout; £195; three months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5328 and 5774. [C4054

495 gns.—Jaguar 1949 3½-litre saloon, sliding head, leather, radio, heater, discs, excellent condition; terms, exchanges.—Rowland Smith, below:—

375 gns.—Jaguar, September 1947 3½-litre saloon, sliding head, leather, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Jaguar, 1939 model 1½-litre foursome drop head coupe, very good condition; terms, exchanges.—Rowland Smith, below:—

145 gns.—Jaguar, 1936 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 1½-litre Jaguar saloon, black, sunshine roof; £200 owner taking delivery new car.—Tel. Chesterfield 4786 evenings, week-ends. [9915

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1949 Jaguar Mk. V 3½-litre saloon, black, exceptional condition; £650.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1946 Jaguar 1½-litre, an excellent vehicle; £395.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1950 Jaguar Mark V saloon, suede green throughout, specimen model, equipped with heater and radio; £650.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [1079

1953 Jaguar Mark VII, 6,000 miles; £1,375.—Taylor & Crawley, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5215. [C4056

1953 Mark VII saloons, black, heater, 3,500 miles; £1,350; and grey, heater, radio, Lifeguard tubes, 16,500 miles; £1,275.—May. 3051. [C3050

JAGUAR Mark VII saloon, 1952, all extras, superlative condition; £1,150; exchanges considered.—Clinton Garages, 33, The Broadway, Cheam. Vigilant 6500. [1010

1951 Jaguar Mark V 3½-litre saloon de luxe, 22,000 miles only; £825; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6262 (Tube). [C1034

1948 Jaguar 1½-litre S.E. saloon, black, a delightful one owner car; £495.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1947 Jaguar 1½-litre saloon, special equipment model; £465; also 1947 3½-litre saloon; £410.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1953 Mark VII Jaguar, grey/grey, radio, 14,000 miles, taxed; £1,275.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [1075

1951 XK120, radio and detachable hard-top, sliding windows, 33,000 miles, good condition, untuned; £900.—P. Lee, 192, Nettleham Rd., Lincoln. Tel. 1174. [1172

1949 (March) Jaguar 2½-litre saloon, grey/red upholstery, heater, radio, one owner, genuine mileage 26,000; £525.—Holland & Hollinshead, Alsager. Tel. 406-7. [1180

1949 Jaguar 3½-litre saloon, silver grey, red leather, Ace discs, excellent condition throughout, £459.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129. [C2033

1948 Jaguar 3½-litre drop head coupe, 30,000 miles, black, with red leather, very clean; £600.—Apply Hartwells of Oxford, Ltd., Banbury Rd., Oxford. Tel. 55211. [1124

1952 Mark VII Jaguar saloon, grey, excellent condition, 24,000 miles, fitted heater, etc.; price £1,100 or near offer.—"Wood Cottage," Munden, near Maldon, Essex. Tel. Latchingdon 330. [1104

1946 1½-litre Jaguar 4-door saloon, black, whole car in very good condition; £450.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9892

1948 (Oct.) Jaguar 2½-litre drop-head foursome coupe, lavender-grey, green upholstery, heater, radio, good condition, two owners from new only 25,000 miles; £500.—Box 4934. [1204

1939 Jaguar 1½-litre saloon, engine rebored and fitted new bearings, etc., completely recellulosed, guaranteed; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

1953 model Jaguar Mark VII, ivory and red leather, heater, 10,000 miles; £1,175.—Vane Motors, Ltd., 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [1070

1952 Jaguar Mark VII, silver/red, radio, heater, 17,000 miles, twin Flamethrowers, taxed year; £1,150.—Wimbledon 4362. Knight, 41, The Downs, S.W.20. [1103

JAGUAR 4-door saloon, 1½-litre, heater, very smart app., late 1946, licensed to Dec., small mgle. since overhaul by Henlys, any trial; £435.—1, Keswick Ave., Merton Park, S.W.19. Lib 3372. [9870

1947 Jaguar 2½-litre saloon, one owner, 10,000 miles since reconditioned engine, immaculate; £425.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1947 Jaguar 1½-litre saloon, black with brown hide and sun roof, heater, entire car in first-class condition, a most beautiful specimen; £480.—London Rd., Guildford 5326. [C3055

£1150—Jaguar 1953 Mark VII, black, brown leather, 20,000 miles, perfect; terms; exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9857

1950 Jaguar 3½-litre Mark V saloon, black with brown leather interior, loose covers, moderate mileage, in very good condition; £650.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

£525!!!—We guarantee this is the finest Jaguar 3½-litre de luxe saloon on offer; bodywork and chassis as new interior leather spotless, first registered late 1948, scarcely used, speedometer reads 14,000; whole vehicle in magnificent condition.—Below.

£444!!!—1947 Jaguar 1½-litre saloon de luxe, excellent throughout, choice of three; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 XK120, black, beautiful condition, everyway unmodified, unraced, 26,000 miles, complete overhaul by manufacturers 300 miles ago; 100% report by A.A. last week; for sale only because family crisis arisen; genuine private sale; £900 or sensible offer urgent.—Tel. Harrow 2329. [1193

1949 Jaguar 2½-litre sports saloon, colour suede green, an exceptionally pretty car, new Dunlop tyres, Lucas P100 headlamps, taxed for one year, any reasonable trial, £485, no dealers; would consider accepting late 1½-litre Riley, cash adjustment.—Mr. Dench, "Southside," Woodlands Ave., Hornchurch. Tel. 662. [9999

£1575!!!—1954 XK convertible coupe, as equal to new condition, having been run in very carefully and just had throttle control removed, cost nearly £1,900, reason for sale, family only, an opportunity to buy the finest possible value for money and have immediate delivery; exchange considered.—135, High St., South, East Ham. Grangewood 5834. [C4052

JAGUAR

XXX Most attractive 1950 (March) Jaguar Mark V 3½-litre saloon; this really immaculate one owner motor car is finished in suede green with chromium bright fittings and green leather upholstery; it is very fully equipped, has a delightful performance, and is a car which we can thoroughly recommend; written guarantee; £725, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Jaguar Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices fo. Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

BARTLETT will pay more for good Jaguars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

PERFORMANCE CARS urgently require Jaguars—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

JAGUAR Mk. V required; good prices paid for clean cars.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [9078

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ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

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KJ MOTORS, Ltd.—Spares, reconditioned units. Girling. Radiomobile agents.—Bromley. Rav. 3456. [0967

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4060; Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0820/R

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

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JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

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Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [C3066

JENSEN

ACRES offer:

1939 Jensen 3½-litre saloon, silver grey, blue leather upholstery, one owner only since new; £250.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor for early delivery.

PARTICULARS available on 541.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

WMWELBECK MOTORS, Ltd., for Jowetts.

A SELECTION from our stock:—

1953 Series III Javelin de luxe, turquoise blue, beige hide, 5,000 miles, identical to new, these almost-new latest-type Javelins de luxe are now very rare and difficult to find; price £775.

1952 Jupiter Mark I, copper replacement engine; £620.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). For the largest Jowett agents in the country. [C4049

CLARKES OF PIRBRIGHT.

THE Jowett centre of the south offer:—

1953 Javelin, 400 miles; £795.

1953 Javelin de luxe saloon, 5,800 miles, turquoise blue, fitted Ace Rimbellishers and loose covers, £775.

1953 Javelin de luxe saloon, 5,000 miles, fitted H.M.V. radio; £775.

1949 Javelin de luxe saloon, choice of two, finished in turquoise blue and fitted modified crankshaft; £450.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049

B. J. HUNTER, Ltd., offer:—

1952 Jowett Javelin saloon de luxe, one owner, numerous extras, including latest model H.M.V. push button radio; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:—

1950 Jowett Javelin de luxe saloon, superbly maintained by one owner since new; £495.—102, London Rd., Kingston-on-Thames. Kin. 3348. [C1081

H. A. SAUNDERS, Ltd. offer:—

1952 Jowett Javelin saloon, black, beige upholstery, heater, recorded mileage 10,000; £615.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

RICHARDS & CARR, always best value.

1951 Javelin de luxe, one owner, beautifully maintained; £515.

1949 Javelin recently £160 overhaul, series III engine; £495.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Jowett Jupiter Mark I, ivory; £1,028/4/2.

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £375.

AUSTIN House, 140-144 Golders Green Rd., Golders Green, N.W.11. Speedwell 3011 (10 lines). [C4004

JOWETT Jupiter 1953 (Nov., 1952) convertible, Conquash green, excellent condition; £595.—Dorking Motor Co., Ltd., Dorking 2256. [C1088

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JOWETT

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 Javelin de luxe, black, 6,500 miles, radio; £765.

1953 Javelin de luxe, grey and red, 12,000 miles; £735.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1952 Jowett Javelin, black, red leather, one owner; £575.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd. 228, 234, London Rd., Croydon. Cro 5641-7; 208, Gt. Portland St., W.1. Eus 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R

£585.—1952 Jowett Javelin saloon, bronze with red upholstery, fitted Lucas spot lamp in thoroughly good all round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1953 (Aug.) Jupiter, racing green, heater, superb condition, owner going abroad; £780 o.n.o.—Ward, Devauden, Wise Lane, Mill Hill, London, N.W.7. Tel. Mill. 2879. [1006

1951 series Jowett Javelin saloon de luxe, one owner, maroon, excellent condition; £515.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

ROSE & YOUNG, Ltd.—1952 Javelin de luxe saloon, exceptional condition, bronze; £595.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

TANKARD & SMITH, Ltd., offer 1952 Jowett Javelin standard saloon, colour Connaught green with beige upholstery, one owner, nominal mileage, a superb car; £595; 3 months' written guarantee.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

1953 Javelin de luxe, finished silver grey with red leather, one owner, 10,000 miles, quite as new; £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1951 (Oct.) Javelin de luxe saloon, finished maroon beige leather, H.M.V. radio, heater, in outstanding order throughout, mechanically superb, one owner, car supplied and serviced by us from new; £575.—Gordon White & Co., Ltd., Gerrards Cross 2077. [1114

A SPECIMEN 1952 model (December, 1951) Javelin de luxe saloon finished immaculate and original metallic dark grey, with unmarked red hide, fitted new H.M.V. de luxe radio this month, heater, Ace Rimbellishers, completely reconditioned engine 10,000 miles ago; this car is thoroughly recommended as the finest we have offered for some considerable time; open to any trial or inspection; £610.—Gordon White & Co., Ltd., Gerrards Cross 2077. [1213

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PRIVATELY owned Javelin.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2769. [W2037

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

TOP price paid for Jowett or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 3676. [W3016

Jowett Spares and Service

WILLIAM ARNOLD, Ltd., JOWETT distributors.

COMPREHENSIVE stock of spares; sales, service.—Upper Brook St., Manchester, 13. Ardwick 4361. [0517/R

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G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. [84053/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

JOWETT spares: Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0133/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins. Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R

LAGONDA

H. W. MOTORS Ltd., offer:—

1953 (late) Lagonda drop head coupe, finished grey with blue upholstery, fitted radio, Ace embellishers and many other extras; this car has covered only 4,000 miles and is indistinguishable from new; £1,850.

1950 Lagonda drop head coupe, gunmetal grey, red leather, one owner, works maintained; £1,250.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

GUY SALMON AUTOMOBILES offer:—

1952 Lagonda 2.6-litre saloon, 20,000 miles; £1,595.—Portsmouth Rd., Thames Ditton. Embrook 5551-2-3. [C4001

LAGONDA 4½-litre 1934 pillarless saloon, in very good condition.—Ham. 8231. [1016

LAGONDA

BROOKLANDS Lagonda distributors; latest 1954 models on show and for demonstration.

1953 Lagonda, 1954 specification 3-litre Tickford 4-seater drop head coupe.

1953 Lagonda 2.6 Mark II 4-door saloon.

1953 Lagonda 2.6 Mark I 4-seater coupe.

1952 Lagonda 2.6 Mark I saloon, 13,600 miles; passed by makers.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1938 4½-litre LG6 coupe, independent suspension, now in course of comprehensive workshops check.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars." [0041/R

1949 2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [4057

1952 2½-litre foursome coupe, maroon, beige leather and hood, radio heater 9000 miles; £1,800.—May 3051. [C3030

1938 Lagonda V 12 sports saloon, short chassis, wonderful maintenance history, radio; £675.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

ROSE & YOUNG, Ltd.—1950 Lagonda saloon, exceptional condition, one owner since new, excellent history at works, taxed; £995.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

LAGONDA V.12 4½-litre 1938 drop head coupe on short chassis, blue with brown leather upholstery which is all in good condition; the engine has been overhauled, including sleeving and new standard pistons and valves, new battery, P100 lamps, built-in jacks and chassis lubrication from engine; offered at £650.—Southern Grinder Grinding Co., 55, Nithsdale Drive, Glasgow, S.1. Pollok 2246-7. [1183

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham 6041. [W3018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 5841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-combe liners and the now popular centre gearchange for the 2.6 model.

273, London Rd., Staines. Tel. 4211 (5 lines). [81080

LAGO-TALBOT

1951 model Lago-Talbot 2-litre saloon, fabulous bodywork, Bristol style, cost over £4,000; now £1,395; originally the Motor Show car.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

LANCHESTER

CAR MART, Ltd.

1952 Lanchester 14hp Leda saloon, heater; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

TOM GARNER, Ltd., offer:—

'53 Lanchester 14 saloon, blue with leather, 2,000 miles only; £1,155.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), green, beige leather, low mileage; £950.

LANCHESTER 14 saloon (1952), black, brown leather; £875.

LANCHESTER 14 saloon (1947 model), grey, red leather; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

1953 Lanchester 14hp saloon, 9,000 miles; £995.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2025

1939 Lanchester 11hp, bodily rough; bargain, £80.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

125 gns.—Lanchester 14, 1938 Roadrider de luxe saloon, sliding head, leather, preselector, i.f.s.; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1946-47 or 48 Lanchester 10 saloon wanted, in good condition.—L. A. Simons, 1, Brookdale, Finchley, N.2. [W4065

XXX H. P. Edwards offer immediate cash for good Lanchester cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

LANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0297/R

LANCHESTER.—For any new model, or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 50 years.—Walker & Ward, Ltd., Cheltenham. Tel. 3814 & 3816. [0865

LANCIA

1939 Lancia Aprilia, Andre shock absorbers, just had complete overhaul; £475.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

LANCIA Aprilia 1939 drop head body by Ghia, in excellent condition; £450.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [9750

1939 Lancia Aprilia, '47 vintage specimen, grey saloon body perfect; performance, engine condition quite double average specimen (details on application); new clutch, water pump, etc.; rear end 100%, Weber carb., 83mph, 0-50 12 secs, 30mpg, quite unbeatable for crowded main road manœuvring, new tyres, battery; extras: Fram, radio, Smith's heater, etc., everything "on"; £725, offers considered; unique opportunity for the not too clever buyer.—Tel. Poole 974. [9568

Lancia Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

HAROLD SIMONS, Ltd., offer:—

1949 Lea-Francis 2/4-seater roadster, 22,000, spotlight, good hood and side screens, British racing green, brown leather, 28mpg with a vivid performance; £545; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

B. J. HUNTER, Ltd. offer:—

1952 Lea-Francis 14hp saloon; fine car offered at attractive price of £695.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

1947 Lea-Francis 14hp saloon, engineer maintained; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1951 14hp sal., one owner, maroon/brown leather, heater, 11,000 miles; £625.—May 3051. [C3030

CHARLES POLLETT, Ltd., sole distributors, Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 14hp streamline sal., black, beige leather, heater, screenwash, sun roof, one owner, 20,000 miles, guarantee; £875.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1951 (September) Lea-Francis 14 saloon, radio, heater, excellent condition; £625.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho) Hill. 1044. [1076

1948 Lea-Francis 14hp black, brown leather, fitted radio, excellent condition; £485.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1951 (February) Lea-Francis 14hp 4-door saloon, British Racing green with dark green leather, one owner from new; £575.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9693

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

1937 Buick, Thrupp and Maberly, 7-passenger limousine, very good condition throughout, ideal hire car; £300.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

CAMDEN MOTORS offer the following limousines and 7-seaters:—

1939 Austin 18 7-seater, one owner since 1943, excellent black finish, grey upholstery, very neat and tidy, widest occasionals, engine reconditioned last year; £350

1939 Austin Ranelagh limousine, genuine one owner car since new, taxed privately with recorded mileage 59,000, entirely original throughout and absolutely spotless; £375.

1937 Austin 16 and 18hp limousines and 7-seater Yorks; choice of several from £195.

1951 Armstrong Siddeley 18hp 7-passenger limousine, an immaculately maintained car in black with tan leather interior front and rear, widest occasionals, full air-conditioning, built-in radio; £895.

1937-8 Buick Super 8 limousine, in vastly superior condition to most of its year, really excellent all round, 6 almost brand new tyres; £295.

1940 Chrysler Wimbledon 24hp 7-seater, steering column gears, leather throughout, overdrive gear, very, very good condition; £395.

1949 Humber Pullman Mark II limousine, privately owned, coachwork unmarked, interior fitted special loose seat covers, built-in radio, twin heaters, a sumptuously appointed car, £795; choice of 3 others same year from £745.

1951 Humber Pullman Mark III limousine, late property of bank director, chauffeur kept and used on rare occasions only, all extras as above; £995.

1946-8 Humber Pullman limousines; choice of 10 models from £475.

1934 Rolls-Royce Windover limousine, fitted discs and with beautifully appointed interior, excellent coachwork, the whole vehicle in most amazing condition for its year; £245.

1935 (late registration) Rolls-Royce 20-25 limousine, forward occasionals, one private owner last 12 years; £495.

ROLLS-ROYCE limousines, earlier model 20-25, all with forward occasionals, 1932-3; from £195.

THE largest selection in the country, over 70 in stock; call, write or 'phone for free catalogue.—Camden Motors, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. [M1055

A & S Limousine Specialists: Display Fifty carefully maintained privately owned 7-passenger Limousines (mechanical guarantee certificate) ready service.

A & S Offer only selected first class condition Limousines (see Classified advertisements) Armstrong, Austin Twenty, Four Sheerline 7-strs., 1951/2 Hirecars, Twelve post-war Humbers, exceptional selection first class condition privately owned Rolls-Royce, 1939 Deluxe model Packard, 1950 Wolseley. Detailed lists despatched. Competitive prices. Alpe & Saunders Limited, Providence Court, North Audley Street. Mayfair-2941. [C1006

LINCOLN

SIMPSON'S offer:—

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY)), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN-ZEPHYR

1937 Lincoln-Zephyr, radio, etc., good condition; £150 o.n.o.—Tel. Molesly 1094. [1182

1939 Lincoln-Zephyr saloon with division, fitted heater and radio, one owner, really excellent condition throughout; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

MERCEDES

170V Type Mercedes, 14hp, right-hand drive, 2-seater with dickie, recently overhauled, a most attractive car; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

WW. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model T.D. sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £600.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of four T.C.s; 1949, £425; 1948, £385; 1947, £365; 1949 1500 conversion, £395.

CHOICE of three T.A.s; 1939, £325; 1938, £275; 1939 T.A. Tickford coupe, £295.

CHOICE of two P.B.s; 1936 4-str., £245; 1936 2-str., £195; choice of two P.A.s 1935, £175; 1934 £155.

CHOICE of two J2s; 1934, £145; 1933, £105; 1934 K2 Magnette, £175; 1936 N.A. 4-str., £195.

CHOICE of three V.A.s; 1939 saloon, £295; 1938 tourer, £275; 1937 tourer, £245.

CHOICE of three 2-litres; 1938 coupe, £195; 1937 saloon; £225; 1937 saloon, £195; '39 2.6 saloon; £325.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

M.G.

HPG

1948 TC, two owners, since new, 12,000 miles since complete overhaul, engine like a new pin, to render the coachwork as good we have completely recellulosed her Flame Red, and fitted new black hood and tonneau piped in red to match, excellent tyres, spotless chromium and red upholstery, oil coil, twin horns, a real picture; £440, terms, exchanges.—Highams Park Garages, Ltd., c/o Beverley Motors, Beverley Rd., Highams Park London E.4. Tel. Larkswood 7208/2931. [C1081

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1947 M.G. T.C. roadster, a very attractive specimen in superb mechanical order, recent complete overhaul; choice of 5 others; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

1953 M.G. T.D. 2-seater Midget; £635.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

CHILTERN CARS offer:—

£350—1947 T.C. Midget 2-seater, green/green, works reconditioned engine, 9000 miles.

£265—1939 2-litre sports saloon, black/green, two owners since new.

£195—P.A. type Midget 2-seater, green/green, new all-weather equipment.

CHILTERN CARS.—Terms, exchanges.—11a, Water Lane, Leighton Buzzard, Beds. Tel. Leighton Buzzard 2060. [C1045

B. J. HUNTER, Ltd., offer:—

1953 M.G. T.D. 2-seater, one owner, faultless condition; £625.

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

OVERSEAS CARS, Ltd., offer:—

1951 (November) M.G. 1½-litre saloon, maroon, one owner; £645. For other Overseas Car bargains see page 47, last week's issue.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3051

MAIDSTONE ENGINEERING Co.

1949 M.G. model T.C. 2-seater roadster, just recellulosed in most immaculate cream and black, this car has only covered 22,000 miles from new and the mechanical condition is far above average, fitted two new tyres and new 12-volt battery, a most excellent example; £425; terms; exchanges.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

CHARLES RICKARDS, Ltd., offer:—

1953 (March) M.G. T.D. 2-seater, finished grey with red leather, total mileage since new, £5,900; faultlessly maintained by one careful owner; taxed for year; £635.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3051

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 M.G. 1¼-litre saloon, green, very good condition; £525.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUTO SALES (LONDON), Ltd., offer:—

1947 M.G. T.C., fitted Nordec supercharger, together with new o/s wheels and tyres, in perfect condition; £425.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [1100

1953 M.G. TD 2-seater, 3,000 miles; £675.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2025

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C., black, fitted oversize wheels all round, many extras; £565.

1946 M.G. T.C., black and green, special body; £355.

1939 M.G. T.A., 2 owners from new, perfect specimen; £295.

1939 M.G. 12hp Magnette pillarless saloon; £165.

1935 M.G. Magnette 4-seater; £145.

1933 J.2 M.G., red, excellent condition; £145.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

1953 M.G. T.D., 7,000 miles only, red, red leather, one owner; £645.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

1952 M.G. T.D. sports, black, red leather, loose covers, one owner, little used; £545.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150 [C1075

1951 model M.G. 1¼ saloon, green with beige interior, one-owner car, 22,000 miles; £625.

G. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton, Elmbridge 6755. [C2025

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

M.G.

JACK ROSE, Ltd. (M.G. agents and stockists), offer:—

1952 M.G. 1¼ saloon, fawn, one owner, very clean, £695.

1949 M.G. 1½ saloon, duo green, open to any examination; £545.

1951 (October) M.G. T.D. 2-seater in black and green, very clean inside and out; £535.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1948 M.G. T.C., excellent condition, engine recondi., new hood, tyres, battery, etc.; £400 o.n.o.—Tel. Ric. 1494. [1163

575 gns.—M.G. Midget, 1952 T.D., 2-seater, green, fawn leather, one owner, exceptional; terms, exchanges.—Roland Smith, below.

445 gns.—M.G. Midget, December 1949 T.C. 2-seater, Cambridge blue, fawn leather, carefully used; terms, exchanges.—Rowland Smith, below.

365 gns.—M.G. Midget, 1947 T.C., 2-seater, black, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget, late 1934, 8hp., P., 2-seater, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—M.G. Midget, 1934, 8hp, P., Airline coupe, telecontrols, sports coil, very good condition. Choice of 10 Midgets; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

2-litre M.G. saloon (1937), maintained without stint, just out of paintshop.—Tel. Ambassador 5159. [1206

UNIVERSITY MOTORS, Ltd. guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0396/R

£275—M.G. 2-litre 1939 d.h. coupe in exceptional mechanical condition, new hood, excellent chrome, cellulose and bodywork; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges; h.p. [C1017

1939 M.G. 2.9 saloon, taxed, guaranteed; £295; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [C3029

1938 1½ M.G. black saloon, recond. engine, brakes relined, radio, good tyres; £265.—Valentine 7904. [1115

1953 (Jan.) M.G. 1½-litre saloon, one owner, 14,000 miles; £750.—Haslemere Motor Co., Ltd., Woodbridge Rd., Guildford 62877. [1136

£225—1937 M.G. 2-litre sports saloon, in really nice condition; £100 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

ASHLANDS GARAGE, Ltd., Hartshill, Stoke-on-Trent. Tel. 44584; offer April, 1953, M.G. T.D., 11,000 miles, one owner, unmarked, finished in red, taxed year. [1101

M.G. 1¼ saloon (1951), maroon with beige upholstery, 17,000 miles only, beautiful condition, one owner; reasonable price.—North Worcestershire Garages (Stourbridge), Ltd. Tel. 5242-3. [1084

M.G. T.D. 2-str. (1953), green with beige upholstery, 4,000 miles only, new condition, one owner; reasonable price.—North Worcestershire Garages (Stourbridge), Ltd. Tel. 5242-3. [1085

1953 (March) M.G. T.D.2, fitted Shorrocks blower, one owner, 12,600 miles, never raced, exceptional condition green-beige; £630.—Old Hill Motors, Old Hill, Staffs. Tel. Cradley 6247. [1171

M.G. T.D., July, 1953, green, immaculate, 4,500 miles, never raced chrome luggage rack, trafficators, Lucas driving light, demister, any investigation invited, taxed; £635.—Clarke, Mayfair 8030. [1188

ROSE & YOUNG, Ltd.—1952 M.G. T.D., low mileage, fitted several extras, immaculate condition, British racing green; £555.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station), Tulse Hill 6464. [C3057

£245!!!—M.G. 2-litre sports saloon, magnificent chassis, speedometer reads 22,000, whole vehicle in small-mileage condition and irreplaceable bargain; choice also two others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

MAYFAIR GARAGES, Ltd.—1947 TC sports 2-seater, black, beige leather, carefully maintained, very smart car with excellent performance; guaranteed; £385.—Balderton St. (Opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. [C3009

UNUSUAL opportunity—Special Wade blown PB, little used since £400 rebuild, one of stable of 4 cars, coachwork, hood, screens, tyres, battery, as new, outstanding performance, any examination; £325.—Goodenough, 63, Bridgwater Rd., Bristol. Tel. 64574. [1161

TANKARD & SMITH, Ltd., offer 1947 1½-litre M.G. saloon, two-tone green with beige leather upholstery, very carefully maintained and in magnificent condition; £485; three months' written guarantee.—194/196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

1954 M.G. 1,500cc series ZA Magnette saloon, ohv engine with twin carbs., producing 60 bhp, mono-construction rust-proofed aerodynamic coachwork, specification includes twin fog lamps, Trico screen washer, and heating/ventilating/demisting equipment, new and unused car, delivery mileage only; £1,000 o.n.o.—Grosvenor 2153. Box 4732. [9724

1950 (October) 1½-litre de luxe saloon, 39,000 miles, engine completely reconditioned by M.G. experts, new crankshaft, rebore etc., bronze, new tyres, taxed, one owner from new, whole car in superb order, taxed Dec., new battery; £575, terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [1123

M.G. T.B. sports 2-seater, late 1939, only 35,000 miles and 2 owners, works maintained and perfect condition throughout, many extras including Lucas Flamethrower and fog lamps, Bluemel wheel, luggage carrier, reversing light, zip tonneau cover, excellent tyres, recellulosed and taxed; £325.—Malam, Melodene, Gt. Woodcote Park, Purley, Surrey. Tel. Uplands 0576. [1015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

XXX 1947 M.G. 2-seater, a quite exceptional and immaculate example, finished in red and chromium with silver wheels and maroon leather upholstery one of the most outstanding examples we have had, thoroughly recommended and offered with written guarantee: £398, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933. —Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017

MAYFAIR GARAGES, Ltd., top cash prices for M.G.'s—Balderton St., W.1. Mayfair 3104. [0696/R

RICHARDS & CARR buy low mileage M.G.s.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

BARTLETT will pay more for good M.G. saloons.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

POST-WAR M.G.s. T types required.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 556. [7014

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

CNK MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

URGENTLY required, 1947-53 M.G. 1¼ saloons.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

M.G. Spares and Service

TOULMIN MOTORS.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service, dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

PERFORMANCE CARS.—M.G. sales, service, spares. —Great West Rd., Brentford, Middlesex. Ealing 8841. [83041/R

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall Lucas cylinder heads.—159-161, London Rd., Kingston 5621-2. [81071

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

BJ. HUNTER, Ltd., offer:—

1952 Morgan Plus Four sports 2-seater, low mileage; £525.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933. —Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017

WANTED Morgan 2-seater, late model preferred. 10hp.—Lawson, Harlsey, Northallerton. [1002

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd. Ealing W.5. Ealing 0570. [0728/R

MORRIS MINOR

NEWNHAMS, Ltd.

1952 Morris Minor convertible, one owner, exceptional condition; £465.

NEWNHAM House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

MORRIS MINOR

WM 1954 (April) Morris Minor traveller's car, in blue with red interior, delivery mileage only, taxed year; £685.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

HPG 1952 4-door Minor saloon, one owner, genuine 18,000 miles, faultless mechanically, excellent tyres, spare unused, new battery, finished perfect black cellulose, red leather, not standard rexine, upholstery, brilliant chromium, twin horns, heater, overriders; £505, which is only the price often required for a perfectly ordinary 2-door Minor saloon; terms, exchanges. —Highams Park Garages, Ltd., c/o Beverley Motors, Beverley Rd., Highams Park, London, E.4. Tel. Larkswood 7208/2031. [C1086

ROUNDABOUT offer:—

1952 Morris Minor, 13,000 miles, green, fitted heater; £495.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3056

BJ. HUNTER, Ltd., offer:—

1951 Morris Minor saloon, exceedingly low mileage, positively unmarked; £495.

1950 Morris Minor coupe, well maintained; £395.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Minor 4-door saloon, green, 800 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

C.M.I. CAR SALES (Pri. 6623) offer:—

1951 Morris Minor 2-door saloon, blue, exceptional condition; £450.

1950 Morris Minor 2-door saloon, green, very nice condition; £425.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

TWIN carburettor, high compression, high axle ratio, 75 m.p.h., 45 m.p.g. converted Morris Minors.

1953 black, red interior, 4-door saloon, choice of two, complete with conversion; £655.

1953 grey, red interior, 2-door saloon, radio, demisters, twin horns, very low mileage; £625.

ALEXANDER ENGINEERING Co. Ltd., Haddenham, Bucks. Tel 345. [9108

1949 (July) Morris Minor 2-door saloon, total mileage 27,000, excellent order throughout; £420.

LYNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N.8. Mountview 4401. [C2058

1952 (August) Morris Minor saloon, one owner; £485.—Dobsons, Ltd. (Morris Agents), Staines 801. [C1074

1950 Morris Minor saloon, immaculate; £445.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

£465.—1950 Morris Minor saloon, beige, recorded mileage, 30,000; fitted foglamp; in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 Morris Minor saloon, grey, radio; £430.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Western 2812. [C4019

1952 Minor convertible, heater, impeccably maintained; £435.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1951 Morris Minor convertible, 12,500 miles, licensed to December, one owner; £435.—Bartlam, Hestcote, Hest Bank, Lancaster. Tel. Hest Bank 3120. [1174

1952 Morris Minor saloon, black and red, one owner, 19,000 miles only; £510.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

£450.—1950/1 (Nov.) Morris Minor convertible, pale green, fitted radio, spotless condition, highly recommended; £150 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

375 gns.—Morris Minor, October 1949 tourer, one owner, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1954 Morris Minor traveller's car, de luxe model, negligible mileage, Clarendon grey/red; £695.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [1072

SUPERCHARGED Morris Minor 1953 4-door saloon, green with green leather, 15,000 miles, spare unused, loose covers, fitted link mats, 80 mph, making this a very interesting car; accept £565.—W. A. Jordan, Holme Mills, Biggleswade, Beds. Tel. 2001. [1127

1953 (Nov.) Morris Minor 2-dr. saloon, 4,000 mls., £585; 2,000 miles only, 1953 (Nov.) Morris Minor 4-door saloon, £645.—British & Colonial Motors, Ltd., 13-14, Upper St. Martins Lane, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloon, clarendon grey/red, 4,000 miles, £569; 1952 black/brown, green/beige, choice 2, £499; 1951 green/beige, £469; 1950 green/green, beige/beige, black/beige, choice 3 from £419; 1953 convertible, birch grey/red, heater, 9,000 miles, one owner, £519; 1951 green/beige, grey/beige, choice 3 from £399; 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

TOP price paid for Minor or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

THE CAR MART, Ltd., London, wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [01716/R

CASH waiting for low mileage 1953 or 54 saloons; our need is urgent.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel 345 [9081

£350 cash waiting for 1950 or later Morris Minor sports convertible, must be good condition.—Please write Mr. Gill, 57, Middleham Rd., Edmonton, N.18. [1192

1953, 1954, new or small mileage 2- or 4-door saloons urgently wanted, cash paid on sight.—61, Park Ave., Seaburn Sunderland. Collected anywhere. [8961

MORRIS EIGHT

SLOCOMBES, Ltd.

SERIES E, choice of two saloons, £245 and £265, both in nice order and appearance.

EXCHANGE cars or motor cycles; terms and A.A. or R.A.C. inspection welcomed.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground station. [C4017

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Morris 8 saloon, recently fitted new engine, immaculate condition throughout; £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 series E 4-door de luxe saloon, superb condition; £265.

1939 series E 4-seater tourer, choice of three, outstanding condition; £225.

1938 2-door de luxe saloon, choice of 4, all perfect condition; £195.

1937 2-door de luxe saloon, choice of 2; £165.

1937 4-seater tourer, excellent condition; £165.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4063

£95.—1935 Morris 8 4-door saloon.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1946 Morris 8 series E 2-door saloons, reconditioned engines, excellent choice of three; from £298.—Below.

1947 model Morris 8 series E 2-door saloons, reconditioned engines, choice of two; from £315. —Below.

1948 Morris 8 series E 4-door saloon, black, brown leather, one owner, exceptional; £345.

1947 Morris 8 Utilecon type car, reconditioned engine, 100% chassis, choice of 2 from £168. —Ace of Spades, Great West Road, Hounslow 5476. (Osterley Station Tube). [C2050

1936 Morris 8 open 4-str., Burtonwood engine overhaul; £120.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1938 Morris 8, 4-door, one owner, taxed year; £185. —E. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. [C3067

1938 Morris 8 saloon, spot lamp, demister, good tyres; £190.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

£140.—Morris 8 1936 2-door saloon, good appearance, sun roof, Easiclean wheels, 30-40mpg; Guildford area.—Box 4933. [1203

1948 Morris 8 4-door saloon, excellent condition; £525.—Jack Pozner (Autos), 395 Hendon Way, N.W.4. Hendon 1423-4. [C3063

1946 Morris 8hp 2-door saloon, in good condition; no dealers; £260.—Anchor Cottage, Latchingdon, Nr. Chelmsford. Latchingdon 367. [1177

1939 Morris 8 Series E tourer, excellent condition throughout; £220.—Cook, 21, Waterloo Rd., Bedford. [1052

365 gns.—Morris 8, November 1948, 4-door saloon, leather, carefully used; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 8, 1938 saloon, maroon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Morris 8, 1935 saloon, black, green leather, 2 outside luggage boot; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Morris 8 series E 4-seater tourer, faultless runner, absolutely immaculate; £225 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 (September) Morris 8 4-door saloon, black, brown interior, one owner, low mileage, in new condition throughout; £365.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1941 Morris 8hp 4-door saloon, excellent engine and chassis, good tyres and battery, smart little car; £235 or £80 deposit; balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106 (195 bus from Stockwell Tube Station passes the door). [C4071

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Eight Cars Wanted

PRIVATELY owned Morris 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1936 Morris 10 coupe; £135.

1939 Morris 10, choice of 2; £235; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

ENGINES RECONDITIONED, Ltd., offer:—

1939 Morris 10, series M, black, brown leather, excellent condition; £225.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

£395 Morris 10 saloon 1948, black with brown leather upholstery, sliding roof.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

NOV., 1948, Morris 10, one owner, very good condition; £360.—15, Strathleit Rd., Basingstoke. [1191

1941 (first registered November, 1940) Morris 10 saloon, reconditioned engine fitted January, 1954; this car has had one careful lady owner only, is finished in grey with red upholstery, and is really as new; £275.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

1939 Morris 12 saloon, very nice order; £215.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford saloon, grey, heater, seat covers, one owner; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

PHŒNIX Motor Co. (SURREY), Ltd. offer:—

1954 (Jan.) Morris Oxford saloon, grey with red upholstery, fitted heater, Ace rimbellishers, oil coil, etc. 2,700 miles only, virtually a brand new car; £695.
PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

MORRIS Oxford, 1951, green, a most immaculate car; £515.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1950 Morris Oxford saloon, maroon; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 Morris Oxford saloon, one owner, 35,000 miles; £495.—Haslemere Motor Co., Ltd., Woodbridge Rd., Guildford 62877. [1157

MORRIS Oxford 1954 de luxe model, black/maroon, under 500; £735.—Marshall, Staddles, Rockbourne, Hants. Tel. Rockbourne 305. [1170

1954 Oxford de luxe, loose covers and other extras 900 miles; £735.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1950 Morris Oxford 4-door saloon, beige, a very good car; £485.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [9894

1953 Morris Oxford saloon, radio, heater, guaranteed; £595, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

445 gns.—Morris Oxford, 1951 saloon, leather, one owner, very good condition; choice of 3 Oxfords; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morris Oxford Cars Wanted

WHY accept less for your Morris Oxford saloon when you can get its full market value from:—
FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

GOOD Oxford wanted; immediate cash.—Lib. 604 or Vig. 8978. [W3048

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950 (November) Morris Six saloon, in extremely immaculate condition throughout, finished pale blue with upholstery to match, push-button radio, heater, mechanically perfect, genuine low mileage; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

NEWNHAMS, Ltd.

1950 Morris Six saloon, one owner, excellent condition; £455.
NEWNHAM House, 285-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

MORRIS SIX

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1950 Morris Six, one owner; £450.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1950 Morris Six saloon, 24,000 miles, one owner, excellent; £450.—Tickford, Ltd., Tem. Bar 3338. [C4029

1950 Morris Six, black, brown leather, immaculate; £465.—Vare Motors, Ltd., 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [1066

645 gns.—Morris Six, 1953 model saloon, birch grey, red leather, heater, one owner, almost new condition, cost over £1,000; terms, exchanges.—Rowland Smith, below.

395 gns.—Morris Six, November 1949 saloon, leather, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWENTY-FIVE

1938 Morris 25 sports saloon, £175; or hired 36 months inc. tax and ins., £9/3.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 100. [1091

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS 8 or 10hp cars wanted.—6, Rodmarton Mews, W.1. [W2066

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0098/R

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. [S4053/R

MORRIS genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0542/R

MORRIS, the official stockists, for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R

NASH

SIMPSON'S offer:—

RHD 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

OLDSMOBILE

SIMPSON'S offer:—

1951 Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black 22,000 miles.

1947 Oldsmobile, 4-door, colour green, moderate mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1. [0217/R

OLDSMOBILE Hydra-Matic 6-seater saloon, wireless, heater, covers, very clean car; £545, a great bargain.—Sloane 6970. [1147

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235, hire purchase and part exchanges.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

98 Oldsmobile Rocket convertible, power top, electrically operated windows and seats, radio, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 8626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1. Will buy post-and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

125 gns.—Opel Cadet, 1937 saloon, maroon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0067/R

PACKARD

SIMPSON'S offer:—

1951-2 Packard 4-door Ultramatic, all extras, colour black.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

LEONARD WILLIAMS & Co., Ltd.,

PACKARD sole concessionaires, offer:—

1953 Packard Clipper de luxe, r.h.d. Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black, 3,000 miles only, one owner; £2,795.—Leonard Williams, below.

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, black, 600 miles only, unregistered, price £2,950.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [6990

1951 Packard, hydromatic, radio and heater, 13,000 miles, black.

1953 Packard Clipper, 3,000 miles, 4-door saloon, radio and heater, dark blue.

1939 Packard 6-cylinder, black, £350; also drop head coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4853. [C4028

1938 Packard de luxe saloon, excellent; £195.—Vale Motors, Ltd., 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [1071

FIRST registered November, 1935, Packard limousine, face-forward occasionals, exceptionally well maintained and in very excellent condition throughout; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1939 Packard Super 8 saloon, maintained by Packard Concessionaires; 1936 Packard Super 8 saloon, one private owner only since new, maintained by Packard Concessionaires.—6-7, Warren St., W.1. Euston 3268. [C1005

8-passenger, 1947, Clipper Saloon, widest forward occasionals, lavishly equipped, reasonable mileage, capacious boot, ideal continental touring, £785.

LIMOUSINE, 1939, (Deluxe £1395 model), Super-8, 32hp, black, forward occasionals, immaculate condition carriage, £495. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.,

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY) Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PARAMOUNT

£595!!!—1953 model Paramount 4-seater sports tourer, prototype of the latest series now in production built to special order and of very, very small mileage, immaculately finished in cream with red leather interior, special right screens in Perspex, over-riders, remote control gears, independent front suspension, latest-type hypoid bevel gear, hydraulic double-action shock-absorbers, twin S.U. carbs., Burman steering, the whole car in delightful order and guaranteed in writing at a price very much below list.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Mondays to Saturdays. Write for catalogue. [C1035

PONTIAC

SIMPSON'S offer:—

1952 Pontiac 4-door, radio, heater, loose seat covers, colour light grey.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

PONTIAC, November, 1950, special convertible, one owner, immaculate green; cellulose, power operated hood, new tyres and hood, heater, radio, nominal mileage, loose covers from new; this car looks and runs as if it has just left the factory.—280, Old Brompton Rd., S.W.5. Frobisher 5471. [C3064

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

Porsche Cars Wanted

REQUIRED, good used Porsche.—G. Edwards, Amenbury Lane Harpenden, Herts. Harpenden 118. [W2000

RACING CARS

CHIPSTEAD MOTORS, Ltd., offer:—

C-TYPE racing Jaguar 1953, mileage approximately 4,000, many firsts last year, rebuilt and all ready for season, immaculate condition, blue and silver.

C-TYPE as above, late 1953 ex Stewart Ecurie Ecosse, many special modifications, specially prepared for Argentine and unused, one of the most successful C types in existence, capable of 160 mph, ready for season, blue and silver.

FRAZER NASH Le Mans Replica 1950-1, mileage approximately 6,000, fully road equipped and ready for season's racing, late property of prominent driver.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1076

COOPER'S GARAGE (SURBITON) Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0621/R

PERFORMANCE CARS, Racing Section: Arnott Mark I chassis, £165; Aston Martin 2-litre Speedmodel, £595; Maserati 4 CLT, £995; M.G. K3 2-seater, £345; Cooper-Lea-Francis 1500, £995; Fraser Nash Mille Miglia, 1952, £1,745; B.M.W. Veritas 2-litre comp. 2-seater, £565.—See also under "Sports Cars."—Great West Rd., Brentford, Middx. Ealing 8841. [C3041

RAILTON

BRADSTOCK MOTORS, Ltd.

£125—1937 Railton Fairmile drop head coupe, black, good condition.—Below.

£125—1936 Railton sports saloon, new engine fitted approximately 12 months ago.—Chase Rd., Epsom. Tel. 633. [C1090

A-ONE MOTORS (LONDON), Ltd., offer:—

1937 Railton tourer, also selection of coupes and saloons; spares, reconditioned engines.—Tate Gallery 0192, Vandyke 5181 [0333/R

1939 Railton 21hp drop head foursome coupe, new engine, 8,000 miles, completely reconditioned, 100% throughout; £375.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

£265—1937 8-cylinder foursome drop head coupe, new hood (Vyanide), new battery, good tyres, etc., wonderful performance, P.100 head lamps.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1947 Railton, Sandown de luxe saloon, in quite exceptional mechanical condition, overhaul includes gear box and clutch, engine rebore, coil distributor and carburettor renewed and brakes relined, etc., etc., privately owned by late member of Railton staff; £245.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1046

Railton Cars Wanted

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden Herts. Harpenden 118. [W2000

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1954 (March) Renault Fregate, 400 miles only, 4-door 6-seater saloon, independently sprung on all 4 wheels, overdrive, giving over 80 miles per hour and 30 miles to the gallon, right-hand drive, screen washers, twin spotlamps, heater, finished black, grey white wall tyres a unique opportunity to obtain one of these superb motor cars under list price; offers invited; also shop soiled 750cc available. [C1001

JULY 1952 Renault 750, as new; £450.—Fursdon, Old Walls, Poundsgate, Newton Abbot, Devon. [1111

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, offer:—

RENAULT 750 de luxe saloons, choice of 5.

1953 to 1954; from £520.

1954 Fregate 2-litre saloon, new, in stock. [C4070

TO clear! 1939 12 drop head, £85; and 1954 12 saloon, £65.—A.Z. Motors, Palmerston Rd., N.W.6. Mal 4723 [C1011

1951 Renault 760 saloon, metallic grey, 10,000 miles only; £460.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1951 Renault 750cc saloon, one owner, 21,000 miles only, excellent condition throughout; £435.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

ARCHIE SIMONS & Co., Ltd.—1953 Renault 750 de luxe saloon, windscreen washers, spotlight, one owner, 8,000 miles; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

CASE'S MOTOR MART.—1952 Renault 750cc de luxe saloon, blue, genuine 8,000 miles; £495; written guarantee; terms and exchanges.—5 Warren St., W.1. Euston 3523 [C1040

Renault Cars Wanted

750 Renault wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [1090

MAYFAIR GARAGES, Ltd., top cash prices for Renaults.—Balderton St., W.1. Mayfair 3104. [0416

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

PC PERFORMANCE CARS.—Good selection of guaranteed Rileys. We select from our stock of 150 cars.

RILEY 16/4 Continental touring saloon, 1938, £345; Riley 16/4 Kestrel saloon, 1938, £345.

RILEY 16/4 touring saloon, specimen, 1938, £345; Riley 9 Monaco saloon, 1937, £275.

RILEY 1½-litre Adelphi saloon, 1937, £245; Riley 9 Imp, 2-seater, 1935, £195.

RILEY 9 Lynx tourer, 1933, £175; Riley 9 Monaco saloon, 1933, £125.

IMMEDIATE hire purchase, insurance and part exchanges; see also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C3041

BERT MASON sports cars.

£245—1938 Riley 1½-litre Victor special sports saloon, manual gear box, automatic free wheel and overdrive, unmarked pig skin interior, exceptionally clean black cellulose, the mechanical condition is such that we will defy anyone, even the most knowledgeable Riley enthusiast, to find a single fault.—77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3075

HAROLD SIMONS, Ltd., offer:—

1946 Riley 1½ saloon, black, red leather, twin spotlights, very good appearance and mechanical condition; £495.—Below.

1948 (November) Riley 1½ saloon, heater, twin spotlights, immaculate appearance, first-class engine; £625; trade enquiries welcomed; 3 months' written guarantee; free service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley N.2 (at North Circular Cross Rd. 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

AUTOMOBILIA, Ltd., offer:—

1949 (July) Riley 1½-litre 4-door de luxe saloon, black, brown hide, fog lamps, one owner, excellent condition; £495.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

OVERSEAS CARS, Ltd., offer:—

1949 (Oct.) 2½-litre Riley sports roadster, green, £550; for other Overseas Car bargains see page 47, last week's issue.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

H. BEART & Co., Ltd., offer:—

1952 Riley 1½-litre saloon, black with red upholstery, the property one fastidious owner, and like brand new throughout; this car has to be seen to be appreciated; £875.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1061

MAIDSTONE ENGINEERING Co.

1947 model Riley 2½-litre registered 1946 saloon, finished in the original and unblemished black with brown leather interior, we have invoices from Riley Motors for over £350 spent on this car including completely reconditioning engine and fitting Cromard liners, this car is far above average and has been maintained regardless of cost, fitted radio, heater, all excellent tyres, twin chrome large type Notek spotlamps, the car is taxed for the year, a most attractive specimen, open to any examination; £495.

1947 Riley 1½-litre in similar condition to above, fitted red leather interior, both the above cars are in really superb condition throughout, taxed for the year; £475; terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1952 Riley 2½-litre saloon, finished in immaculate ivory cellulose with red leather interior, this car has covered 14,000 miles only in the hands of one fastidious owner, fitted with twin-speaker radio, loose covers, screen washer, Bray engine, heater, Fram oil cleaner, wing mirrors, undersealed throughout; £950; part exchanges and credit facilities; turn to advertisement on page 48 for other Denham opportunities.—Portsmouth Rd., Esher, Surrey. Tel. 3560. [1157

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/green, heater; £1,205/5/10.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (10 lines.) [C4004

RONALD KENT (COACHBUILDERS), Ltd., offer:—

1952 2½-litre low mileage Silver Streak Riley, very many extras, heater and wireless, specially tuned engine, exceptional condition throughout, immaculate appearance assured; £975.—Coal Wharf Rd., W.12. She. 2231. [8549

RILEY 9 March Special, excellent; offers?—J. O. Norris, 128, Manford Way, Chigwell, Essex. [1196

RILEY

CAMDEN MOTORS offer the following Rileys:—

1951 2½-litre drop head foursome coupe, one previous owner only, the whole car in magnificent order, one of the best specimens of this very rare series that we have handled; £895.

1949 1½-litre saloon in maroon, 2 owners, maintained by main Nuffield distributors, moderate mileage, recommended and guaranteed in writing; £595.

1946 1½-litre saloon, fitted radio and reconditioned engine last autumn; £485.

1947 2½-litre saloon in dark green, late 1946 delivery, recellulosed and overhauled last month, smart, serviceable car, good performance; £495.

1938-9 2½-litre touring saloon, thoroughly overhauled mechanically, engine, gear box and overdrive all in first-class order, good tyres and attractive dove-grey coachwork; £295.

1939 1½-litre saloon, similar type engine to post-war series, full de luxe 4-door model; £245.

1937 1½-litre Kestrel saloon, an exceptional specimen on which both engine and gear box have been fully reconditioned and the car not used since overhauled, excellent bodywork entirely in keeping with the mechanical order, this car looks and runs as well as any post-war model; £295; choice of several earlier models.—See Clearance Bargains full page advert, this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

THE RILEY CENTRE (GORDON & GLYNN).

ENGLAND'S largest dealers specialising exclusively in Rileys, offer the following selection from stock:—

£275—1937 Kestrel 1½-litre sports saloon, special series, two owners since new, excellent maintenance history, smart and sound coachwork, in two-tone grey.

£195—1936 Adelphi saloon, a most handsome and economical family car with excellent performance.

£195—1935 Falcon 1½-litre sports saloon, in great fettle throughout, recellulosed, etc.

£195—1934 Lynx 9hp 4-seater sports tourer, a really splendid example in every way, good weather equipment, Windtones, etc.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked, backed by our three months' specialists guarantee and full after-sales service; open every weekday from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1 (5 minutes Sloane Square Tube). Sloane 8326/4426. [C4069

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

1954 (new) 1½-litre; see special announcement under "New Cars."

1953 (registered November, 1952) 2½-litre saloon, Silver Streak, green, 18,000 miles; £975.

1952 (February) 2½-litre, black, green leather, H.M.V. radio, extension speaker; £895.

1952 (April) 1½-litre saloon, black, brown, heater, 12,000 miles, one owner; £925.

1951 (April) 2½-litre saloon, black, red leather, radio, 36,000 miles; £795.

1950 (October) 1½-litre, maroon with matching leather, mileage 19,700; £725.

1947 (November) 1½-litre saloon, black with red leather, one owner, mileage 29,000; £545.

49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079/R

1949 2½-litre Riley, black/maroon, red leather, nominal mileage and in first-class condition; £465, bargain.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

£265—Riley 12/4 1937 Falcon 4-door saloon, in exceptional mechanical condition, interior and bodywork; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066/7. (50 yds Holland Park Tube.) Exchanges; h.p. [C1017

MAYFAIR COUNTRY CARS.—1949 Riley 1½-litre saloon, superb condition; £575; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

1953 (June) Riley 2½-litre saloon, heater, etc., 2,700 miles only positively as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6 [C2028

£240—1½ Adelphi saloon, 1936, green, lovely condition, sleeved, preselector, sliding roof, enthusiast owner; photo; details.—65, Courtfield Rise, West Wickham, Kent. [1108

PRIDE & CLARKE, Ltd.—1951 Riley 1½-litre saloon, black/brown leather, 20,000 miles; £649; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

1952 (June) 2½-litre Riley saloon, black, heater, 21,000 miles, immaculate condition; £925.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [1073

1950 (Nov., 1949) 1¼, opalescent green, genuine 10,200, £100 extras, radio, truly magnificent condition, private, taxed year; £760.—Chalet, High Park Rd., Kew. Prospect 6972 [9711

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2148. [0446/R

245 gns.—Riley, 1933 model 1½-litre saloon, grey, sliding head, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

£135—1934 registered Riley 9 Monaco 4-seater sports tourer, grey, Windtones, etc., beautiful performance; also £125, 1934 Riley 9 Monaco saloon, black, beautiful runner, clean condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3006

WANTED privately, good 1948/49 Riley 1½ or 2½.—Hynard Junr., Eynsford, Kent. [1048

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

A REALLY exceptional Riley wanted, 1½ or 2½ post-war.—Speedsters, Ltd. Horley 628. [W4020

POST-WAR Rileys wanted.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9401

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

CLARKE & SIMPSON require only immaculate post-war models.—49, Sloane Sq., S.W.1 Sloane 4727. [W1046

BLAKES, Riley distributors, will purchase any Riley cars.—110 Bold St., Liverpool, 1. Tel. Royal 6622. [7735

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch) Ltd. Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9973

XXX H. F. Edwards offer immediate cash for good Riley cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Bla. 3322. [4655

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

SOUTHAMPTON.—Rex Neate, Shamblehurst Lane, Botley. Tel. Botley 132. Spares for all models; specialised service. [0960/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

REPAIRS, parts, reconditioned guaranteed gear boxes (including Warner); shock absorbers, engines.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0060

SPECIALIZED Riley dynamo starter magneto repair and replacement service; old units bought.—Ace Ignition, Ltd., 80 Dudden Hill Lane, Willesden, N.W.10. Wil. 3492. [9419

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

ROLLS-ROYCE

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

P B. Ltd., offer:

1938 25/30 Rolls-Royce Barker owner-driver saloon with boot, small mileage, in immaculate condition.

1932 20/25hp Rolls-Royce, fitted recently with good-looking utility body, painted fawn with natural wood, fawn leather upholstery.

1930 20/25 owner-driver saloon, chassis completely overhauled recently, black and grey, grey leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C3053

VINTAGE AUTOS.

THE pre-war Rolls-Royce specialists.

£595—Rolls 20 Replica 1940 drop head coupe, £300 recently spent on mechanical overhaul, fitted disc wheels, excellent tyres, etc.; looks a £1,500 Rolls.

£585—Rolls P.II 1933-4, fitted 1937 sports Continental sedanca de ville coachwork by Barker, superb condition throughout.

£285—Rolls 20 1929 small owner-driver saloon, beautiful original condition, disc wheels, etc.

WE also have eight other Rolls in stock.

66 London Rd., Tooting. Tel. Mitcham 3951 [C4059

ROLLS-ROYCE

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CAR MART Ltd.

1952/53 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine; £5,500.

1939 Rolls-Royce Wraith 7-seater limousine, coachwork by Hooper, Ltd., radio, heater; £1,395.

1937 Rolls-Royce Phantom III H. J. Mulliner 4-light razor edge sports saloon; £1,195.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1951 H.J. Mulliner sports saloon, black with cream hide, 47,000 miles; £4,500.

1949 Gurney Nutting sedanca coupe, black with beige hide, 11,000 miles; £3,750.

1949 Hooper touring limousine, black with brown hide, 39,000 miles; £3,250.

1939 Gurney Nutting P. III saloon, grey and maroon; £1,550.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

R. F. FUGGLE, Ltd.

1950 (May) Silver Wraith with H. J. Mulliner sedanca de ville coachwork, 35,000 miles maintained by Rolls-Royce; £3,295.—Bushey Heath, Herts. Tel. 1685 [C2017

FRANK DALE offers:—

25-30hp Rolls-Royce foursome, drop head coupe by Hooper, exceptional chassis; £1,150.—61, Lancaster Mews, Lancaster Gate, W.2. Pad. 9276-7. [C1067

B. J. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp saloon, very fine order throughout; £425.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

METCALFE & MUNDY, Ltd.

ROLLS-ROYCE 1937 Phantom III sports saloon by Young of Bromley, modified to solid tappets, in outstanding condition throughout; £895.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [5061

KNIGHTSBRIDGE MOTORS, Ltd.

1937 (January delivery) 25/30 Martin Walter Wingham drop head foursome, very well maintained; £835.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C2065

MASCOT MOTORS, Ltd., offer:—

1938 20hp H. J. Mulliner sedanca, 47,000 miles; £975.

1937 30hp Thrupp & Maberly sports saloon; £1,075.

1936 25hp Windover sedanca; £750.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1935 25hp Park Ward sports saloon; £750.

1934 25hp Park Ward sports saloon; £650.

1933 25hp Thrupp & Maberly 6-light saloon; £450

1930 25hp Thrupp & Maberly fixed head foursome coupe; £595.

AND several others with various types of coachwork

237—243, Kensal Rd., Ladbroke Grove, S.W. Ladbroke 1251/2 [C3007

SWANMORE GARAGE, Ltd., offer:—

1947 Rolls-Royce Silver Wraith by Hooper; £2,895

1937 Rolls-Royce Ph. III by Gurney Nutting; £1,375.

1937 Rolls-Royce Ph. III by H. J. Mulliner; £1,175

1935 Rolls-Royce Ph. II by H. J. Mulliner; £745

1934 Rolls-Royce Ph. II by Park Ward (continental); £595.

1931 Rolls-Royce 20/25 saloon, replica body 1938; £675.

1931 Rolls-Royce shooting brake; £575.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C4024

CHIPSTEAD MOTORS, Ltd., offer:—

PHANTOM II Continental Owen Gurney Nutting sedanca coupe, reconditioned at cost of sum of £685 bills available, one of the most attractive cars on the road; £695.

25hp late 1932 Thrupp & Maberly sports saloon, blue leather, nice condition, sliding roof, new tyres; £395.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1076

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1947 Rolls-Royce Silver Wraith owner-driver saloon, black, 49,000 miles, excellent condition throughout; £2,650.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

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JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1949 touring limousine by H. J. Mulliner, dark painted maroon and upholstered in beige leather and cloth; 28,000 miles; price £3,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1062

JACK OLDING & CO. (MOTORS), Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer for early delivery:—

NEW Rolls-Royce Silver Dawn with special Freestone & Webb coachwork, automatic gear box and elaborately equipped, ample luggage accommodation.

OFFER for immediate delivery:—

1948 Rolls-Royce Silver Wraith Hooper touring limousine, black/maroon leather, 29,400 miles; £2,950.

1947 Rolls-Royce Silver Wraith Hooper touring limousine, electric division, black and grey, October 1953 Rolls-Royce bills over £500; £2,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3050

HEARSES Rolls. Several Guaranteed chassis complete with magnificent Hearse Bodies From £1625. Attention Address!!!

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office, Station Approach, Kew Gardens, Richmond 1161. [1024

1935 20/25 Rolls-Royce sports saloon, choice of two, from £650.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [1012

R. C. MORTLAKE offers 1933 25hp Windover close-coupled sports saloon with boot; £465.—253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1937 Rolls-Royce Phantom III Barker drop-division limousine, modified extensive equipment, hide throughout, immaculate condition for £875.—Below.

1933 Rolls-Royce 20/25 limousine, exceptional condition for year; £475.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6377-8. [C3043

1936 Rolls-Royce 25/30 owner driver sports saloon, coachwork unblemished, one owner only since new; £695, or would part-exchange for a small car.—Tel. Wallington 1159. [1212

1937 Rolls-Royce Ph. III saloon, drop division, immaculate condition, recent £270 overhaul, solid tappets.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices.—Claude Burnayne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [9602

1936 20/25 (GBK) Windover swept tail limousine with boot, James Young body, face forward occasionals, disappearing division; £490.—45, Park Rd., Hampton Hill, Middx. Molesey 913. [C4069

20/25 Rolls sports saloon with boot, one owner since new, bills £400 recently spent available; £475.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

PRIVATELY owned 1931 Rolls-Royce 20/25hp limousine, body by Park Ward, suitable for towing caravan; seen Manchester, £250.—Elkins, 482, Stretford Rd., Old Trafford, Manchester. [1110

1934 (December) Rolls-Royce 25hp 4-door sports saloon, colour grey with blue upholstery, body by Hooper; this car has been well maintained and carefully driven; unrepeatable at £495.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [1043

1939 (registered) 30hp Rolls-Royce semi-sports saloon, body by Thrupp & Maberly, mileage 31,000 history available, car in showroom condition; £975.—Reynolds, 52, Castle St., Cambridge. Tel. 56843. [1124

ROLLS-ROYCE Phantom II sports saloon by Thrupp and Maberly with division and boot, 1934, black with brown hide, taxed, excellent condition, bargain; £250.—John Jordan, Laburnum Road Garage, Sandy, Beds. Tel. 64. [1082

ROSE & YOUNG, Ltd.—1938 Rolls-Royce, G.Z.R. chassis, Hooper, owner driver saloon with division, in beautiful condition, 40,000 miles; £1,095.—65-69 Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1951 Rolls-Royce Silver Wraith Freestone & Webb owner-driver saloon, finished black with light fawn hide, one owner, 27,000 miles, a most attractive looking car complete with all luxury equipment; £4,150; current list price of similar car nearly £7,000.

1938 (Dec.) Rolls-Royce 25-30 Park Ward close-coupled saloon with division, finished black with brown leather, radio and heaters front and rear; £795.

CASTLE'S, Church Gate, Leicester 65251. [1135

1933 Rolls-Royce 20/25hp Park Ward owner-driver 5-seater saloon, black, fawn leather, a really first-class example, beautifully maintained in all respects; £575; exchanges; deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

1951 (May) magnificent Silver Wraith Rolls-Royce with coachwork by Park Ward, including latest modifications, large rear window, 2-speed wipers and sundry extras, colour scheme ivory and black, interior black leather with ivory piping; this car is in superlative condition and definitely equal to new and without question the smartest Rolls-Royce in the country, any inspection invited, guaranteed only 9,000 miles; bargain at £4,900 or would consider Bentley in exchange with cash adjustment.—For appointment to view write Mr. Sagger, Falcon Works, Roylon Lane, [9408

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

365 gns.—Rolls-Royce, 1933 Phantom II 40-50hp Barker 4-door sports saloon, black, sliding head, brown leather Ace discs, good tyres, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041 [C4018

XXX Quite exceptional 1937 (May) 25/30 Rolls-Royce, fitted with superb 4-door, 4-window, owner-driver sports saloon body with disappearing glass division and incorporated rear locker by Messrs. Park Ward; it is a most fully and luxuriously equipped car and has sliding roof, wheel discs, twin horns, pass lamp etc. and is finished in black with chromium bright fittings and red leather upholstery with carpets to tone; the registration book shows it to have had only two owners, the speedometer reading is 63,000 which we are given to understand its the genuine mileage and it has a most delightful performance, it must be seen to be appreciated; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012 [C2005

A & S display first class condition privately owned Limousines (certified mechanically—ready service).

LIMOUSINE 1956, delivery February, 20/25, Hooper, swept Limousine, face forwards, speedometer 28,000 only, black, remarkable condition, private, £885.

SALOON 1956, delivery June, 20/30 Hooper owner-driver Saloon with boot and partition, attractive lines, black. £750.

LIMOUSINE 1938, delivery April, 25/30, Hooper, partition forward occasionals, privately owned, genuine mileage 44,000, desirable condition throughout. £1195.

ALPE & SAUNDERS Ltd. Seven Passenger Rolls-Royce Specialists. Providence Court, North Audley Street. Mayfair-2941. [C1008

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 5434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Carston 2369. [0498/R

LATE Ph. 2, large 7-str. lim., private buyer.—Gillman, 876, Garratt Lane, S.W.17. [9885

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19 Livingstone 3362. [0345/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6285

A & S urgently require 25/30hp Saloon and Coupe with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment near Battersea Bridge. Flaxman 2223. [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0094/R

ROVER 10

BOON & PORTER, Ltd.

1938 saloon, one owner, 7,000 miles since rebore, unusual condition; £250.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1032

CAMDEN MOTORS offer the following Rovers:—

1946-7 10hp saloon de luxe, late type model with built-in heater unit, lower mileage than average for its year, quiet responsive engine, original cellulose in attractive dove-grey; £495.

1939 10hp saloon de luxe, 4-door sunshine roof model, looks and runs like a post-war car; £325.

1939 10hp special sports saloon 4-light model, very scarce series, pretty lines; £345.

1937 10hp saloon de luxe, rebored last year, good coachwork and tyres, fitted passlights; £195.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogues. [C1035

ROVER 10

ROYS offer 1939 Rover 10 saloon, unrepeatably superb condition and performance, open to any examination whatsoever; £375; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

ROVER 12

CAMDEN MOTORS offer the following Rovers:—

1940 12hp sports saloon, fitted radio, very late type model identical to post-war, expertly maintained, good on petrol and with negligible oil consumption; £350.

1948 12hp sports foursome, special model with disappearing hood and very smart lines, finished in Rover grey, fast and economical, good tyres; £495.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1938 Rover 12, engine overhauled in our workshop, bodywork unblemished, a specimen car; £275.

1938 Rover 12 a very nice car but not equal to the above car; £245.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1946 Rover 12 saloon, blue; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

£325—Rover 12/4 1938 special sportsman's saloon, rebored, new clutch, in exceptional condition throughout; many others.

BENMOTORS, 1, Carendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges h.p. [C1017

WALTER SCOTT, Ltd.—1936 Rover 12 saloon, bargain at £135.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

ROVER 12 black saloon, with wireless, 6,300 miles since overhauled by Rover, 1938 model, in splendid condition and modern; £300 or offer.—P. 34, Ferrers Rd., Lewes, Sussex. [1057

1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted heater, fog lamp, low mileage, one owner, original condition; £495; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

ROVER 14

BOON & PORTER, Ltd.

1936 saloon, one owner serviced by us, quite exceptional; £150.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

AUTOMOBILIA, Ltd., offer:—

1939 Rover 14 4-door de luxe sunshine saloon, black, brown leather, heater, good condition; £295.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304, 3891. [C1089

CAMDEN MOTORS offer the following Rovers:—

1947 14hp saloon de luxe, overhauled by Rovers within the last 10,000 miles, 2 owners; £495.

1939 14hp saloon de luxe, sportsman's 4-light 4-door model in Rover grey with blue leather, just fitted new Avon H.M. tyres, new Exide battery; £525.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035

1936 Rover 14 saloon, £150; or hired 36 months inc. tax and ins., £8/5/9.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 600. [1092

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork like new, interior magnificent, chassis faultless 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROYS offer: 1939 Rover 14 touring de luxe 6-light saloon, amazing condition and performance, loose covers, etc.; £325, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

ROVER 16

RUSSELL MOTORS, Ltd., offer:—

1946 Rover 16 sports saloon, 46,000 miles, one owner, black and brown leather; £485; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

CAMDEN MOTORS offer the following Rovers:—

1947 16hp Sportsman's saloon, late registration car with radio, heater, screenwash, Regency seat covers, Nu-way protective mats, very good order; £525.

1939-40 16hp drop head foursome coupe, one of the very few late pre-war drop heads available with special Tickford bodywork, three-position hood, late-type instruments like post-war series, very smart grey finish; £595.

1939 16hp saloon de luxe, total mileage authenticated by previous owner and complete Rover overhaul within the last few thousand miles, bills available for well over £300; one of the finest pre-war Rovers on the road, full history can be shown; £595.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035

1947 Rover 16 saloon, black, fawn interior, equipped with heater; £475.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [1081

1947 Rover 16hp sports saloon, fitted radio and heater; £575.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1019

ROVER 16

ROVER 16 4-light saloon, '47, black, radio, beautiful condition, 32,000, 10,000m. only since o/h by Rovers; £500.—382, High Rd., Ilford. [1098

CASE'S MOTOR MART.—1947 Rover 16 saloon, one owner; £495; written guarantee; terms and exchanges.—5, Warren St., W.1. Euston 4110. [C1040

1947 Rover 16 saloon, black, fawn interior, one owner, specialist maintained, excellent condition throughout; £485.—John Trigg, Ltd., Esher 1234. [9886

245 gns.—Rover 16, 1938 saloon, sliding head, leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1938 (late) Rover 16 Sportman's saloon, very attractive economical, really fast car in original Rover pale green, taxed year, genuine bargain; £190.—18 Clarence Rd., Manchester, 21. Tel. Chorlton 1288. [1164

ROVER (60, 75 and 90)

MAIDSTONE ENGINEERING Co.

1948-9 Rover 75 4-light Sportsmans saloon, finished in immaculate Rover green with leather upholstery to match all of which is practically new, fitted excellent tyres, fitted heater and taxed for the year, a most immaculate specimen, a genuine bargain at £575.

SIMILAR car to above but 1949 model, black with maroon leather interior, fitted H.M.V. radio and heater; £625, terms exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457 [C3000

KNIGHTSBRIDGE MOTORS, Ltd.

14000 miles only.—December, 1951, Rover 75 one owner saloon, finished in Connaught green, in new condition; £865.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C2063

CAMDEN MOTORS offer the following Rovers:—

1951 75 saloon in beige, condition practically indistinguishable from brand new throughout; £795.

1948 75 saloon, Sportsman's 4-light model, most attractive looking car, moderate mileage; £615.

1949 (March) 75 saloon, similar to above but with later modifications, 2 previous owners, serviced since new by main Rover distributors; £645.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035

1953 model Rover 75 saloon, 7,000 miles; £1,075.

1952 Rover 75 saloon, 9,000 miles; £905.

1951 Rover 75 saloon; £865.—British & Colonial Motors, Ltd., 13-14, Upper St. Martins Lane, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

ROVER 75 4-light sports saloon 1948, perfect condition; £585.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1954 Rover 90 saloon; list price, 300 miles.—Weybridge 600 [C4023

1948 Rover 75 saloon, grey, one owner; £575.—Tickford, Ltd., Tem. Bar 3338. [C4029

1953 Rover, 9,000 miles.—Anthony Crook, 14-16, High St., Esher, Surrey. Tel. 4580. [9063

1951 Rover P.4 saloon, fitted with heater, low mileage, immaculate condition; £865.

LYNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N.8. Mountview 4401. [C2058

1951 Rover 75 saloon, blue/blue leather, radio; £865.—Odeon Motors, Ltd., Barnet 1144. [C3028

1952 (February) Rover P4, dark green, in first-class order; £895.—Cowell, Dixies, Ashwell, Herts [1155

1951 Rover 75 saloon fitted radio and heater; £875.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

1954 Rover 60 saloon, mileage 1,600, grey/red; £1,145.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1948 Rover 75 P3 sports saloon, radio/heater, excellent condition; £595.—Dobsons, Ltd. (Rover Agents), Staines 801. [C1074

BRUTONS, Ltd.—Rover 60 saloon, 1948, black, red interior; £560.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

1952 (January) Rover 75 saloon, black and green, heater, 15,000 miles, one owner; £895.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C1057

1950 Rover 75, blk. with blue hide, radio and htr., numerous extras, 36,000 mls., superb showroom cond. throughout; £785.—Burton & Deakin, Ltd., Orpington, Kent. Orp. 7622. [1121

1950 P4, black/grey, new condition throughout, very nominal mileage, fitted new battery last month, owner purchased new Rover; £750.—Add. 3683, 40, Upfield, Croydon. [1164

1953 (June) Rover 75 black/grey upholstery, loose covers, heater, spot lamp, not taxed since Dec., 1953 5,000 miles, absolutely as new; £1,125.—Holland & Hollinshead, Alsager. Tel. 406-7. [1179

1948 75 sports saloon (1952 factory fitted new P.4 engine) dark green, radio, heater, all new tyres, one very careful owner, total mileage 59,200, negligible since new engine; £650.—Campbell Symonds, Wembley 6262. [C1037

1954 (January) Rover 60 saloon, black with grey upholstery, 2,500 miles, whole car in new condition; £1,125.—Windmill & Lewis, Ltd., Rover Distributors, Merchants Rd., Clifton, Bristol, 8. Tel. Bristol 33021. [1176

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

595 gns.—Rover 75, 1948 de luxe saloon, sliding head, head, leather, l.f.s., heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Rover P.4 saloon, very low mileage, Connaught green with grey hide, most fastidiously maintained and quite immaculate inside and out; price £995.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester. Tel. 60319. [C1059

ROVER 75, August 1952, colour black with red leather interior, radio and heater, Ace Rimbellishers, fog and pass lamp, badge bar, together with a host of other extras, low mileage, one owner from new, spare unused, indistinguishable from new, tax Dec., cost £1,554, accept £1,175 or near offer; part exchange considered; hire purchase available.—John Avery, 226 & 230, Banbury Rd., Oxford. Tel. Oxford 59353. [1087

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0183/4. [5111

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Land-Rover, mileage 21,000, one owner; £425.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer:—

1952 Land-Rover, 22,000 miles, one owner, fitted road tyres throughout, outstanding condition; £430.—Harvey Hudson, Ltd., Woodford London, E.18, Wanstead 0056. [C2059

1950 Land-Rover, unused on rough ground, low mileage; £315.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1954 model Land-Rover, 900 miles only guaranteed, for sale by direction of executors; £550 o.n.o.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

G&M ALFREDS (1936), Ltd., formerly Guy Alfreds.—Land-Rovers 1949/50/51/53; selected examples only from £275.—6-7, Warren St., W.1. Euston 3268. [C1005

1953 (January) Land-Rover, fitted with hardtop and spare wheel on front, mileage 4,300, road-work only, regularly serviced by Rover agents; £525.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Frenantle 8401. [4056

Land-Rover Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

TOP price paid for Rover or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

XXX H. F. Edwards offer immediate cash for good Rover cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Rover Spares and Service

LEATEWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

Rover Spares and Service

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd.: Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [7676

R. F. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7, Maryland 4618. [0457/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplewy 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

1954 Simca Aronde, as new.—Anthony Crook, Simca Distributors, Caterham Hill, Caterham, Surrey. Tel. 2252. [C1063

C. V. RUSHMER for Simca.—1953 Aronde saloon, low mileage, showroom condition, one owner; £750.—39, Holland Park, W.11. Park 5731. [C3061

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0395/R

SINGER

HAROLD SIMONS, Ltd., offer:—

1952 (July) SM1500 one owner, 15,000 miles, in absolutely splendid condition throughout; £585; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes' trolley East Finchley Tube). Finchley 0052-53. [C4065

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Singer 10 saloon, in good condition throughout; £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 (Feb. 21) Singer S.M.1500 saloon, one owner, low mileage, immaculate condition, choice of two; £465.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1951 Singer S.M.1500 saloon, beige, leather interior, equipped with various extras; £495.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [1080

SINGER 1952 1500 saloon, green, brown leather, one owner, heater, attractive car, taxed; £495.

K J MOTORS Ltd., Widmore Rd., Bromley, Ravensbourne 5456. [1059

£125.—Singer 1938 9hp saloon, good acceleration; bargain.—Tel. Steventon (Berkshire) 257. [9815

425 gns.—Singer 9, 1951 4AB sports roadster, glass sidescreens, l.f.s., excellent condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Singer 9, 1939 sports roadster, glass sidescreens, very good condition; terms, exchanges.—Rowland Smith, below:—

165 gns.—Singer 9, December 1939 saloon, sliding head, good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Singer 1500, 7,000 miles only, black, red leather; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

£145!!!—Magnificent Singer Super Six, special super modern Airline bodywork, hand-built motor car costing nearly £600 when made, probably the only one of this type available, looks magnificent and gives excellent performance; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Singer Spares and Service

THE Singer agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

LANCASHIRE'S premier Singer spares stockists.—Coulthurst & Grimshaw, Ltd., 759, Whalley New Rd., Blackburn. Tel. 48091. [6473

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514. [0219

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate Manchester. Deansgate 4507. [0390/R

SPORTS CARS

S.S.1 tourer, attractive body, nearly complete, tyres good. P.100s; offers.—Station Garage, Hale, Cheshire. [1053

SPORTS CARS

MERCURY offer:—

£365!! 1947 1100 H.R.G., one owner, terrific performance.

£275!! 1938 M.G. T.A., black, green leather, excellent runner, spotless condition.

£245!! 1939 Morgan 4/4 2-seater, good tyres, twin spares.

£145!! M.G. J2 2-seater, black, first-class order.

TERMS or exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6056-9. [C3014

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday, for inspection.

VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting, Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Elmers End Rd., Beckenham. Tel. 2521. [C4059

CHARACTER CARS offer:—

ALFA-ROMEO 1,750cc blown and unblown saloons; Allard 1949 coupe, Austin 12 2/4 seater tourer; B.S.A. 10hp 2-seater; Hispano-Suiza sedanca, Essex Six sedan, 1939, specimen; M.G. C and M type 2-seaters; Rolls-Royce P11 limousine; Talbot 105 tourer.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

B. & G. MOTORS offer:—

£235.—Marendaz Special 16hp 1937 open speed model 4-seater, a veritable Marilyn Monroe among magnificent motors, opalescent silver, looks worth £1,000, goes like a controlled hydrogen bomb.

£150.—Singer 9 Le Mans 2-seater finished in green with slab tank, two spares, twin carbs, stoneguards, etc.

£150.—Alvis 12hp Firefly foursome drop head coupe, beautiful green cellulose, engine just overhauled, crank reground etc., car not yet run in, manual gear box.

£145.—M.G. 8hp J2 open sports 2-seater, black, swept mudguards, slab tank, twin carbs, etc., a little beauty.

£130.—Singer 9 1936 open sports 4-seater, green, rebored six months ago, good hood, twin carbs, 4 speeds, etc.

£120.—M.G. 12hp open sports 4-seater, just re-sprayed sports red, new tonneau cover, good hood, knock-on wheels, etc.

£115.—S.S. open sports 4-seater fitted 2½-litre ohv Jaguar engine, goes like the clappers, fold flat screen, etc.

£110.—Singer 9 open sports 4-seater, red, good hood, lovely engine, fast, twin carbs, 4 speeds, fold flat screen, etc.

£105.—Wolseley Hornet E.W. Special 12hp sports 4-seater, choice of two, twin carbs, 4 speeds, smart and fast.

£69.—Austin 7 Arrow open sports 2-seater, green, good hood, goes well, looks well.

MANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

BERT MASON SPORTS CARS.

£175.—1936 Alvis Speed 20 2-door sports saloon, a wonderful example of this much sought after model, very many extras, and, of course, the usual shattering Alvis performance.

£245.—1938 Riley 1½-litre Victor Special sports saloon, manual gear box, automatic free wheel and overdrive, unmarked, pigskin interior, exceptionally clean black cellulose, the mechanical condition is such that we will defy anyone, even the most knowledgeable Riley enthusiast, to find a single fault.

£125.—Standard Avon 2-litre sports saloon.

£75.—Rover 14 sports 4-seater.

£115.—M.G. J.1 4-seater sports, in green and red, new hood, screens, carpets, etc., and it motors very, very quickly.

£195.—Austin 8 sports tourer, 1947, absolutely immaculate and spot-on mechanically, 40 m.p.g.

£39.—Austin 7 saloon, a nice little motor car, utterly reliable and heaven knows how many miles on one gallon of petrol; all our usual selection of Jaguars; hire purchase on any car.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3077

ROWLAND SMITH'S for sports cars.

565 gns.—Austin A40 sports, 1952 convertible coupe, Romney blue, heater; cost over £900.

545 gns.—M.G. Midget (September, 1951) T.D. 2-seater, Cambridge blue, supercharger, oil cell, one owner, exceptional.

445 gns.—M.G. Midget (December, 1949) T.C. 2-seater, blue, fawn leather, carefully used.

425 gns.—Singer 9 1951 4AB sports roadster, red, red leather, glass sidescreens.

395 gns.—Allard 1949 sports 2-seater, bronze, brown leather, unmarked.

365 gns.—M.G. Midget 1947 11hp T.C. 2-seater, black, fawn leather.

295 gns.—Frazer Nash-B.M.W. 1936 2-litre type 55 special sports 4-seater, concealed hood.

245 gns.—Singer 9 1939 sports roadster, glass side screens, Lucas passlight.

195 gns.—B.S.A. Scout 1939 6 10hp 2-seater.

175 gns.—Austin 7 1936 Nippy sports 2-seater, cream, red leather, Windtone horns.

175 gns.—M.G. Midget 1934 8hp P Airline coupe, telecontrols, sports coil.

165 gns.—B.S.A. Scout, 1939 10hp sports 4-seater.

145 gns.—Hillman Aero Minx 1934 sports 4-seater, tonneau cover; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

A.C. reg 1941 3-carburettor foursome drop head coupe, French blue with new plastic leather hood, immaculate; £425.

ALVIS Speed 25 (Dec., 1939) sports saloon, dual exhausts, just rebored, etc., brakes relined, steering reconditioned, etc., etc., specimen; £545.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £285.

DAIMLER (September, 1950) special sports chassis, 2 carbs., overdrive, streamlined foursome drop head coupe, radio, heater, screenwashers, etc., one owner, specimen.

DELAGE D6 70 1938 streamlined saloon, recellulosed bronze, reconditioned engine, brakes, steering, clutch, etc., etc., just fitted, Cotal box, specimen; £475.

DELAHAYE 135M, 1939 model, fitted 3-litre engine, completely overhauled engine gear box, clutch, brakes, steering, etc., Chapron 2-door fixed head coupe, blue/black; £595.

LE MANS Frazer Nash.—See under "Racing Car" column.

C-TYPE Jaguar racing.—See under "Racing Car" column.

100 Competition 2-seater Jaguar, specially built by Henlys and reg. 1949, new engine and XK120 gear box, terrific performance, probably one of the best in the country; ready shortly.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7252 /7154. [C1046

£125.—1953 (October) Alvis Firefly drop head foursome coupe, a rare car for modest outlay; £65 down.

£95.—1931 M.G. 18/80 speed model, open 4-seater, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

FIAT 1100 April 1949 saloon, one owner, showroom condition; £475.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

ALVIS 4.3 Charlesworth saloon, 1937, £295; Alvis Speed 25 drop head foursome, 1937, £295.

ALVIS Speed 20 tourer, 1935, £195; Alvis Speed 20 Charlesworth saloon, 1935, £225.

ALLARD 61L 4-seater tourer, 1948, £315; Allard 61M drop head foursome, 1948, £345.

ALFA-ROMEO 17/50 supercharged Castagna drop head foursome, specimen throughout, 1934; £395.

ASTON MARTIN, large selection of pre-war models. See under "Aston Martin" column.

BRISTOL type 400 sports saloon, 1948, £875; Buckler 1,172cc sports 2-seater, 1952, £445.

BENTLEY 3½ Mulliner d/h foursome, 1935, £545; Bentley 4½ tourer, McKenzie rebuilt, 1929, £345.

BENTLEY 4½-litre tourer, 1928, £195; Bentley 3-litre Red Label d/h foursome, 1926, £275.

B.M.W. Veritas 2-litre comp. 2-seater, 1949, £565; B.M.W. 5.5 coupe, 1936, £265.

DELAGE D.6 75 sports saloon, 1939, £445; Delage D.8 Continental d/h foursome, 1934, £195.

FRAZER NASH Mille Miglia, 1952, £1,745; Fiat 1100 sports saloon, 1940, £195.

FORD V.8 model 78 coupe, 1937, £175; Ford 10 Prefect d/h foursome, 1939, £245.

H.R.G. 1100 2-seater, 1947, £395; Healey 2½-litre sports 2-seater, 1948, £425.

JAGUAR XK120 comp. engine, knock-on wheels, 1951, £775; XK120, detachable hardtop, 1951, £945.

JAGUAR S.S.100 3½ comp., 2-seaters, '38/9, (3) from £375, Jaguar 2½ saloon, 1937, £195.

JAGUAR 3½-litre drop head foursome, 1948, £445; Jaguar 3½-litre drop head foursome, 1938, £255.

MASERATI San Remo 4CLT 1½-litre supercharged, ready for racing, ex-Parnell, 1949; £995.

MASERATI 2.9 Grand Prix road car, ex-Crampton, £645; Morgan 4/4 10hp 2-seater, 1937, £195.

MERCEDES-BENZ 500K type B cabriolet, 1937, £395; Mercedes-Benz 540K type B cabriolet, 1939, £545.

M.G.—See large selection under M.G. column; also spares and service.

RILEYS.—See large selection under Riley column; also spares and service.

ROLLS-ROYCE Phantom II Hooper owner-driver touring saloon with boot, 1932, £395.

ROLLS-ROYCE 20/25 Windover saloon, 1933, £395; Rolls-Royce 20/25 Ranalah saloon, 1933, £445.

ROLLS-ROYCE 20 f/head Park Ward coupe, 1938, £125; Triumph 14/4 Dolomite roadster, 1939, £345.

TALBOT 90 drop head foursome, 1952, £675; Volkswagen standard saloon, 1947, three from £265.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS Annexe:—

ALVIS Speed 20 tourer, 1934, £145; Alvis Speed 20 tourer, 1932, £95; Alvis 12 Firefly coupe, 1933, £145.

ALVIS 17hp Crested Eagle saloon, 1938, £95; Austin A10 saloon, 1933, £45.

BENTLEY 3-litre Red Label 2-seater, 1925, £145; Bentley Red Label 2-seater, 1925, £95.

BENTLEY Blue Label 4-seater tourer, 1926, £145; Delage D 8 fixed head coupe, 1931, £105.

FORD V.8 model 61A saloon, 1938, £145; Hotchkiss 24hp Tickford coupe, 1931, £65.

LAGONDA 3-litre d/h foursome, 1931, £75; Jaguar 1½-litre saloon, 1939, £145.

MERCEDES-BENZ 2-litre cabriolet, 1934, £145; M.G. 2-litre drop head foursome, 1936, £145.

RILEY 9 Monaco saloon, 1932, £125; Riley 1½-litre Falcon saloon, 1935, £175.

ROVER 12 sports saloon, 1935, £135; Rolls-Royce 20 tourer, 1928, £95.

RAILTON Straight 8 coupe, 1936, £85; Studebaker 26hp coupe, 1938, £125.

SINGER 9 Le Mans 2-seater, 1935, £135; Triumph 14hp Dolomite saloon, 1937, £195.

TALBOT 110 drop head foursome, 1936, £145; Wolseley 12 Hornet tourer, 1934, £95.

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middlesex Ealing 8841 [C3041

SPORTS CARS

ROSE & YOUNG, Ltd.—Cooper Bristol sports 2-seater, as new, open to offers.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

SALE, Lycomeing Auburn Special convertible, supercharged (563), overdrive, grand condition including almost complete rebuild of spares; reasonable; t. & i. June.—J. Dawson, Colburn Cottage, Catterick Camp, Yorks. [1186

JOHNSON & BROWN offer Rolls-Royce P.1 7-seater, £135; Bentley Speed 6 shooting brake, £125; Rolls-Royce P.2 sendanca by Binder, £275; 3½-litre Jaguar, 1938, 41,000 miles, £285; 1935 Schneider 2-litre Corsican tourer £165.—Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 6479 and 2522. [C2073

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1013

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

S.S.

£95.—1935 S.S. 20hp Airline saloon, nice condition; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

STANDARD 8

1946 Standard 8 saloon, fitted radio; £245.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

£299!!!—1946 Standard 8 sports tourer, specimen as new condition; absolute gift.—Below.

£255!!!—1946 Standard 8 sports tourer, carefully used; choice of two; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms; 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Standard 8 saloon, immaculate, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1948 Standard 8 saloon, grey/blue; £325.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hill. 1044. [1074

1946 Standard 8hp tourer, immaculate condition, black; £275.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1946 Standard 8 saloon, excellent condition, three months' guarantee; £75!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1953 4 Standard 8, perfectly run in, still under guarantee, heater, etc.; £40 under list.—Wheeldon, Wokingham (Berks) 70 or Chelmsford 56035. [1152

165 gns.—Standard 6, 1939 saloon, black, brown upholstery, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1953-4.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

STANDARD 12

1948 Standard 12 saloon, exceptional order; £380.—Smith & Hunter, 196 Kensington High St., W.14. Western 2312 [C4019

STANDARD 12

225 gns.—Standard Flying 12, 1939 de luxe saloon, sliding head, leather, l.f.a., very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

STANDARD 14

£350.—Standard 14 saloon, 1947, one owner, black, blue leather, splendid bodywork condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1948 Standard 14 de luxe saloon, in outstanding condition; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1948 Standard 14, one owner, immaculate; £365.—Jack Pozner (Autos), 395 Hendon Way, N.W.4. Hendon 1423-4. [C3065

1948 (September) Standard 14 de luxe saloon, guaranteed; £315; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

345 gns.—Standard 14, late 1947 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD VANGUARD

ALWAYS

STANDARD Vanguards. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [3022

BOON & PORTER, Ltd.

1951 Vanguard saloon, leather, heater, one owner, exceptional; £485.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

ELM AUTOSALES offer:—

1952 (July) Vanguard with overdrive, 17,000 miles, heater, leather, black cellulose unmarked, amazing vehicle; £585.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

AUTOMOBILIA, Ltd., offer:—

1950 Standard Vanguard, 4-door de luxe saloon, metallic green, grey leather, low mileage, excellent condition; £465.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, green/leather, heater; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C5051

1949 Standard Vanguard, one owner, leather upholstery; £385.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

HAROLD SIMONS, Ltd., offer 1952 4-door Estate; see under "Utilities." [C4065

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1949/50 Standard Vanguard estate car, finished green, red leather, excellent condition throughout; £495. [C1001

VANGUARD 1953 Phase II, grey, red upholstery, heater, 6,000 miles, one owner immaculate unmarked unsoiled; £675.—Below.

VANGUARD 1951, maroon, one owner, most carefully used, taxed December; £495.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravensbourne 3456. [1040

1949 Vanguard, reconditioned engine, one owner, radio, heater; £395.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

WORKS mileage, April, 1954, Standard Vanguard, green leather.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1951 series Vanguard saloon, maroon/fawn hide interior, heater, exceptionally nice car; £465; consider part exchange.—14, Offington Gdns., Worthing, Swandean 849. [C4027

1952 (July) Standard Vanguard saloon, finished comet blue with blue leather, one careful owner, under 12,000 miles, excellent condition throughout and recommended at £575.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [9789

WALTER SCOTT, Ltd.—1949 Standard Vanguard, black, leather, excellent condition; £550; choice of two.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

1952 Standard Vanguard saloon, Comet blue, red interior, fitted heater, one of the best examples offered; £565.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1952 Standard Vanguard saloon, one owner since new, grey with red interior, 12,000 miles only, beautiful condition in all respects; £540.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon, black/red, low mileage, heater, £529; 1951 black/red, blue/red, black/brown, choice four from £439; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

XXX 1951 Standard Vanguard saloon; this exceptionally attractive example is finished in grey with grey upholstery and fitted with heater and Lucas Flamethrower; it has been carefully maintained and is a car which must be seen to be appreciated; offered with written guarantee; £475; terms, exchanges.—H. P. Edwards, 172-4, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

MAYFAIR GARAGES, Ltd.—(July) 1950 Vanguard de luxe saloon, with radio and heater, grey with grey leather interior, £78 worth of extras, 19,000 miles, almost new tyres, very smart and roomy car with outstanding road performance; £475, below.

MAYFAIR GARAGES, Ltd.—(June) 1951 Vanguard de luxe 4-door estate car, grey with red vynide upholstery, l/h. drive, nominal mileage, one careful owner, almost new appearance, guaranteed mechanical condition; £495.—Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [C3009

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

STANDARD MISCELLANEOUS

CAR MART, Ltd.

1953 Standard 8hp, heater; £475.

1951 Standard Vanguard saloon; £535.—Car Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1212. [C1039

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

XXX H. F. Edwards offer immediate cash for good Standard cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Standard Spares and Service

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Rav. 3456. [0367

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD spares all models from 1935, replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [4251

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.—WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

1953 Studebaker Champion 2-door Farine type super streamline saloon, automatic drive, 700 miles only, all extras, absolutely brand new.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

£350!! 1940 Studebaker President saloon, one owner only since new, fitted push-button radio, heater and full air conditioning, all tyres new, chrome rimembellishers, turbo wheel discs, black cellulose which is unmarked, interior trimmed in finest Melton cloth also as new, fitted freewheel and automatic overdrive giving five speeds in all and 25 mpg, car taxed for year, this Studebaker is equal to any 1954 model for condition and is open to any examination.—BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11 Bayswater 3951. After 6, Tulse Hill 4755. [C2009

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Leatherhead Service Station, Leatherhead, Surrey. Tel. 3043. [0315/R

REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Pri. 6159. [0622

SUNBEAM-TALBOT

DICKS.

1939 Sunbeam-Talbot 10hp coupe, very attractive; £325.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn. Maida Vale 6888-9. [C1072

SUNBEAM-TALBOT

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N Finchley, N.12. Tel. Hillside 4444 offer:—

1950 Sunbeam-Talbot 80 convertible coupe, one owner, 35,000 miles thoroughly recommended; £535.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel Hillside 4444. [C3042

SLOCOMBES, Ltd.

£395.—Open foursome 1947 10hp, in black, fine order.

EXCHANGE cars or motor cycles; h.p. terms.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Two minutes Dollis Hill Underground Station. [C4017

GATEHOUSE offer:—

1951 Sunbeam-Talbot drop head, one owner, 22,000 miles, green radio, heater and many extras; £695.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

ELM AUTOSALES offer:—

1948 Sunbeam-Talbot 10 tourer, one owner, very nice car, in excellent order; £395.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

WARWICK WRIGHT offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, blue, heater, 13,000 miles; £795.

WARWICK WRIGET, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

R. F. FUGGLE, Ltd., offer:—

1953 Mk. IIa Sunbeam-Talbot 90 saloon, heater, radio, 5,400 miles; £985.

1952 Mk. II Sunbeam-Talbot 90 saloon, heater, 18,700 miles, one owner, supplied and serviced by us since new; £825.—Fuggle, Bushey Heath, Herts. Tel. 1685. [C2017

AUTOMOBILIA, Ltd., offer:—

1950 (regd. 1949) Sunbeam-Talbot 80, 4-door de luxe sunshine saloon, satin bronze, red leather, one owner, low mileage, exceptional condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089/1

AUTOMOBILIA, Ltd., offer:—

1950 (regd. 1949) Sunbeam-Talbot 90, 4-door de luxe sunshine saloon, black, brown hide, radio, heater, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

SAUL & SLATTER, Ltd., offer:—

1950 (Dec.) Sunbeam-Talbot 80 coupe, finished in green, one owner, 17,000 miles only, extremely well kept; £595.—44-46, Alderman's Hill, N.13. Palmers Green 3631. [C4002

KNIGHTSBRIDGE MOTORS, Ltd.

1953 (August) Sunbeam-Talbot Alpine, 7,000 miles, new condition; £1,085.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4066. [C2063

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 series Sunbeam-Talbot 80 saloon, fitted radio, heater and taxed, in very nice condition; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1953 Sunbeam-Talbot coupe, green, 3,000 miles; £925.

1951 Sunbeam-Talbot saloon, green, radio, loose covers; £650.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1952 model Sunbeam-Talbot, low mileage, radio, heater, screen washers, exceptional; £775.

RIPCO, Ltd. (Sunbeams purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C3052

CAMDEN MOTORS offer the following Sunbeam-Talbots:—

1953 Mark IIA 90 saloon, latest type model with turbo-disc wheels, appearance, performance and general mechanical order practically faultless; £895.

1951 Mark II 90 saloon, 2¼-litre 16hp model, pastel blue finish, with radio and heater; £645.

1951 Mark II 54 coupe, in grey, an immaculate specimen of very low mileage, one previous owner; £695.

1951 Mark II 90 saloon, late registration, metallic bronze with red leather, oilbath filter, heater, air-horns, Regency tailored seat covers; £675.

1950 Mark I 90 saloon with all extras, previously owned by country bank manager, used for week-end motoring only, very very carefully driven; £595.

1950 Mark I 90 coupe, recorded mileage 19,400, extra accessories include Lucas Flamethrower passlights, high-capacity heater with full air conditioning, special map lights, specially heavy type telescopic shock absorbers, Trico dual screenwash; this actual car has been specially tuned and prepared for this year's Rallies; owner suddenly called abroad; £595.

1950 80 saloon, same body styling as above but with 10hp engine, very economical on petrol with exceptionally good performance for its modest horse power, fitted heater, new tyres and Lifeguard tubes; one previous owner; moderate total mileage; £595.

1947 2-litre 14hp sports saloon, finished in grey with grey leather interior, a good example of this very popular series, fast with delightful road performance, recently fitted new tyres all round; £425.

1946 10hp sports saloon, nicely finished bronze with fawn interior, reasonably moderate mileage; £395.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays inclusive. Write for catalogue. [C1035

SUNBEAM-TALBOT

SUNBEAM-TALBOT 90 Mark II sports saloon, 1951; £675; consider exchange.—45, Shirehall Park, N.W.4. Hendon 1648. [1088

1950 Sunbeam-Talbot 80 drop head coupe, £565.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1946 Sunbeam-Talbot tourer, grey, excellent condition; £360.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1939 Sunbeam-Talbot 10 saloon, immaculate throughout; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1951 Sunbeam-Talbot 90 saloon, black with beige hide, 27,000 miles, beautiful condition; £660.—Burton & Deakin, Ltd., Orpington, Kent. Orp. 7622. [1122

1951 (October) Sunbeam-Talbot 90 saloon, finished in bronze and red leather upholstery, one owner, in superlative condition, any trial or examination; £695.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey.—Tel. Croydon 3678/9. [1035

ARCHIE SIMONS & Co., Ltd.—1950 (Dec.) Sunbeam-Talbot 80 drop head coupe, green nominal mileage, one owner since new; £575.—94, Great Portland St., W.1. Lan. 1543. [C4015

1952 Sunbeam-Talbot 90 saloon, grey, one owner, 12,000 miles, left-hand drive; £575.—Haslemere Motor Co., Ltd., Woodbridge Rd., Guildford 62877. [1139

1953 (April) Sunbeam-Talbot 90 saloon, black with beige, H.M.V. radio, Rootes heater, 12,000 miles, one owner; £925.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1940 Sunbeam-Talbot 20 saloon, exceptional condition, real opportunity to secure pedigree car at bargain figure £275!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£595!!!—1950/1 Sunbeam-Talbot 80 sports saloon, one owner only has maintained this vehicle perfectly, new engine, and £100 overhaul just completed, whole car specimen condition, 3 months guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Sunbeam-Talbot Cars Wanted

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9974

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details please to 200, Great Portland St., London W.1. Tel. Langham 0012. [W2003

TALBOT

TALBOT 105 speed model saloon, 1937, beautiful condition throughout; £160.—Valley View Garage, Merstham, Surrey. Merstham 2100. [1094

1938 Talbot 10 drop head coupe, excellent condition all good tyres; £235; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 3122 (opp. G.P.O.). [C3055

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929/36, included ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0809/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

CAR MART, Ltd.

1952 Triumph Mayflower saloon, heater; £515.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

DICKS.

1939 Triumph 14hp coupe, grand condition throughout; £295.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

ELM AUTOSALES offer:—

1948 Triumph 1800 razor edged saloon, black, beige interior, 31,000 miles, exceptionally nice car; £435.
ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

TOM GARNER, Ltd., offer:—

'53 Triumph 2-litre Renown saloon, green with brown leather, 5,000 miles only; £895.
TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, one careful owner since new; choice of two; £525.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SAUL & SLATTER, Ltd., offer:—

1952 Triumph Mayflower, one owner, 13,000 miles only, radio, heater and leather upholstery, grey; £565.—44-46 Alderman's Hill, N.13. Palmers Green 3631. [C4002

GLANFIELD LAWRENCE offer:—

1947 Triumph 1800 Roadster, grey/blue, recellulosed, new tyres, seat covers, excellent throughout; £465.—407, High Rd., N.12 Finchley 0091. [C2053

McKINNON MOTORS, Ltd., offer:—

1949 (May) Triumph 2000 Roadster, grey, leather to match, H.M.V. Radiomobile, two owners only, total mileage 34,000, engine decarbonised, and new rings fitted 1,000 miles ago; £525; part exchanges and gradual confidential payments scheme available.
McKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [C3020

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1951 (July) Triumph Mayflower de luxe saloon, comet blue, upholstery to match, coachwork, mechanical condition and tyres excellent, small mileage, practically new; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

HENDON CENTRAL GARAGE Ltd., offer:—

1952 Triumph Mayflower, low mileage, fitted radio and heater, one owner, as new; £550.—Watford Way, Hendon Central, N.W.4. Hendon 6064-5. [C2034

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Triumph razor edge saloon, black, brown interior, one owner, excellent condition throughout; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

TRIUMPH Renown, 1951, a specimen motor car, with heater; £565.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1951 Renown just recellulosed black, radio and heater, one careful owner; £625.—Campbell Symonds, Wembley 6362. [C1037

£525!!!—1950 Triumph Renown, razor-edge saloon, small mileage, bargain price; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

JACK ROSE, Ltd.—1951 Triumph Renown, grey with grey hide, one owner fitted heater; £625.—Stafford Rd., Wallington Surrey. Wallington 6677. [C3056

1953 Mayflower, blue, leather, heater, 10,000 miles, perfect condition; £555 o.n.o.—Brookhill Cottage, Woodstock, Oxford. [1198

1948 Triumph 1800 saloon, new condition; £495.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0494/R

TRIUMPH Renown 1952 model, beautiful condition, unmarked, one owner, 14,000 miles, a specimen car; £620.—Mossford, Fairoak Rd., Cardiff 3201. [1045

MAYFAIR COUNTRY CARS.—1949 Triumph 2000 Roadster, grey, red leather, £495; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

1949 Roadster, mileage 36,100 only; engine, all tyres, battery and electrical equipment, also interior coachwork, super condition; grey; price £490.—Box 4708. [9702

1949 Triumph Roadster 2000, grey, immaculate condition, one owner; £550.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

525 gns.—Triumph Mayflower, 1952 saloon, heater, one owner, small mileage, exceptional, choice of 3 Mayflowers; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1800, December, 1947, Roadster coupe, grey, blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 (July) Triumph Renown saloon, grey with beige interior, heater, moderate mileage; £595.—R. C. Wimbush, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

TRIUMPH

1949 Triumph Roadster, one owner since new, brand new engine fitted 3,000 miles ago; £525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1952 Triumph Mayflower, fitted leather and heater, in very nice condition throughout; £525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016/1

1953 (May) Mayflower saloon, one private owner, attractive duo-tone finish, heater, as new; £575, taxed December.—Motourist (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3016

TANKARD & SMITH, Ltd., offer 1951 Triumph Renown saloon, maroon with beige leather upholstery, fitted radio and heater, in outstanding condition; £585; three months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

£745!!!—Triumph Renown limousine, March, 1952, one business executive owner, fitted overdrive, radio, heater and twin spotlights, magnificent condition, wonderful value, cost nearly £1,600; guaranteed and part exchange welcomed.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROADSTER required.—45, Shirehall Park, N.W.4. Hendon 1648. [1089

PERFECT Triumph roadster required privately.—Uplands 0576 (Croydon). [1012

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

TOP price paid for Triumph or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0495/R

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

PRE-WAR Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears, gear cutting specialised machining; most gears for English cars.—C. W. Green & Sons, Precision Engineers, Brayford, Lincoln 10884. [8542

UTILITY CARS

THE UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.
100, Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

COACHCRAFT offer:—

£225.—1948 Allard estate brake, very sound, extensively overhauled, fitted with attractive and well constructed body, most useful vehicle, 3 months mechanical guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 0559. [C1053

JACK STONE & SON offer:—

1950 Hillman estate car; 1950 Ford 10 Martin Walter; 1948 Ford 10 6-seater, coachbuilt body; 1946 Dodge 7-seater, coachbuilt body; 1954 Austin 10, coachbuilt body; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5. [C4021

BRADSTOCK MOTORS, Ltd., offer:—

£545.—1949 (March) Austin 16 Countryman, 4-door, oak body by Austins, one owner, low mileage, literally unmarked inside and out, a perfect example of this very rare model.—Chase Rd., Epsom. Tel. 633. [C1090

ROWLAND SMITH'S for Utility Cars

395 gns.—Lea-Francis, December, 1948 14hp 4-door, 5-seater shooting brake, natural timber body, removable rear seating, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

375 gns.—Jowett Bradford, 1952 utility de luxe, Catalina tan, chromium radiator, removable rear seats, one owner, exceptional, cost £725; terms, exchanges.—Rowland Smith, below.

145 gns.—Jeep (Willys) registered December, 1946, natural timber utility body, bench seat, glass all round, rear entrance, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

UTILITY CARS

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £575.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1950 Hillman estate car, grey and brown leather, one owner, 21,000 miles; £525.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62307-7-9 [C1057

ARMSTRONG SIDDELEY 6-seater, £400 conversion 1951, splendid condition; £150.—Malden 8694. [1185

1948 Morris 12hp Martin Walter Utilecon, one owner; £325.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [9110

COMMER and Hillman shooting brakes; 4- and 10-seaters from £250.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

AVAILABLE the outstanding Volkswagen Microbus 8-seater and Kombi (passengers and goods) 30 m.p.g.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [0145

1952 (November) Austin A70 6-seater utility, one owner, unrepeatable bargain; £495 or £165 deposit.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 Austin A40 Countryman, green, one owner, 9,000, as new, £625; another 1950 similar, £475; terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [9647

1947 Ford 10 genuine Martin Walter utilecon, splendid condition, new engine; bargain £250; also 1941 V8.22 wooden utility, gift; £150!—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4721. [C1011

NEW Bedford Road Masters (£558) and Dormobiles (£545) 12-seater utilities, tax free, orders accepted home and export, conversion of nearly any van to 5-seater (folding seats); £44.—Tarrant & Fraser, 10, Winchester Mews, Primrose 6159. [0005

NEW Morris high-quality Utilities (10cwt. 12-seaters, folding seats, lined interior, car appearance); £616 (tax free); usually from stock; terms, home and export.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [0587/R

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1950 Standard Vanguard Pick-up, privately used, above average condition; 1949 Standard Vanguard estate car, not conversion, above average condition; 1953 Humber Super Snipe Pick-up, as new throughout, built for export only, mileage 15,000.—6-7, Warren St., W.1. Euston 3268. [C1005

ROYS AUTOMOBILES, Ltd., offer 1940 Austin 10 utility £150; 1937 Ford V.8 Dagenham type body, £195; 1947 Bradford utility, £185; 1946 Ford utility, £195; 1948 Ford 8 utility, £235; 1947 Ford 10 utilecon, £235; 1949 Morris 8 utility, £285; 1947 Minx estate utility, £369; 1948 Minx estate Phase II utility, £385; 1951 A40 Countryman; £495; many others cheaper, including numerous good vans suitable for conversion, see that column; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1, (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Utility Cars Wanted

THE UTILITY VEHICLE CENTRE.

URGENTLY wanted, utilities of all types for cash.—100, Great Portland St., London, W.1. Langham 6044-5. [W4072/1

BEDFORD Dormobile wanted.—Motourists (London), Led., East Finchley Station, N.2. Tudor 2301-2. [W3016

WHY accept less for your utility, estate car or shooting brake when you can get its full market value from:—
FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [W3059

VAUXHALL 10

1939 Vauxhall 10 saloon de luxe, maroon, has been very well maintained and is in excellent order throughout; £305.
REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

1947 Vauxhall 10 saloon de luxe, black, fitted with heater, taxed December, excellent condition; £375.—Capital Motors, Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. [1065

ROYS offer 1939 Vauxhall 10 saloon really exceptional; £245; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

VAUXHALL 12

£145.—1938 Vauxhall 12hp saloon clean car, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1947 Vauxhall 12 saloon, excellent; guaranteed; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 12

£375.—Vauxhall 12/4, 194", an exceptional car throughout, faultless mechanically and bodily; choice two; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges; h.p. [C1017

325 gns.—Vauxhall 12, September, 1946 saloon, sliding-head, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL 14

1947 Vauxhall 14, blue, brown leather, excellent condition; £345.
MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575 and 7879. [C3005

VAUXHALL 14, 1940, excellent cond.; £235.—42, Keyes Rd., N.W.2. Gla. 2035. [1165

1939-40 14hp J type saloon, gift; £225!—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4721. [C1011

1936 Vauxhall 14 saloon, grey/blue leather, bargain; £90.—Silverthorne Motors Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

VAUXHALL 14 2-door sun saloon, black, new engine just fitted, good tyres; £115.—King Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1948 Vauxhall 14, exceptional condition, £425; also 1948 Vauxhall 12 saloon, £415.—Autowork Ltd., Winchester. Tel. Winchester 4834. [C1010

1947 Vauxhall 14 de luxe saloon, reconditioned engine; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053

1948 Vauxhall 14, one owner, many extras, in exceptional condition; £395.—H. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1939 Vauxhall J type 14hp saloon, very fine car in excellent order; any test or trial; £265, or £90 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

VAUXHALL WYVERN

ALWAYS
A SELECTION of Vauxhall Wyvern with a written guarantee and free after sales services at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1952 Vauxhall Wyvern; £625.

1951 Vauxhall Wyvern; £525.

ALL the above are one-owner cars and carry our guarantee; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1950 Vauxhall Wyvern, one owner, engine reconditioned; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1949 Vauxhall Wyvern saloon, excellent order throughout; £490; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1951 Wyvern saloon, black and beige, immaculate; £495.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

1950 Vauxhall Wyvern, blue, reconditioned engine, new battery, one owner, exceptional condition throughout; £485.—Harris, 47, Cantelupe Rd., Bexhill. [1109

Vauxhall Wyvern Cars Wanted

TOP price paid for Wyvern or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

VAUXHALL VELOX

ALWAYS
A SELECTION of Vauxhall Velox with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

1951/52 Vauxhall Velox saloon, radio, heater; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Vauxhall Velox fitted all extras, taxed; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1952 (September) Velox saloon, green, 16,000 miles, heater, etc., superb condition; £675.—Robbins, East Putney. Tel. 4581. [C5010

AUG., 1953, Velox, grey, meticulously run in, maintained, immaculate, mileage 7,500; honest reason selling; £725.—Andrews, 5, Victoria Rd., Oulton Broad, Lowestoft, Suffolk. Tel. 292. [1168

AUGUST, 1952, square engine Velox, new engine under guarantee 1953, radio, heater, taxed, excellent condition; £665.—Bowman's Garage, Weybridge 1265. [1131

VAUXHALL Velox 1953 blue saloon, fitted radio, heater, screen wash, spot lights and interlocking rubber mats, 15,000 miles only, unmarked, licensed year and one owner from new; terms and exchanges.—Kennings, Ltd., St. John St., Lichfield Staffs. Tel. Lichfield 3113-4-5. [1027

VAUXHALL VELOX

XXX 1952 (September) square engine Vauxhall Velox saloon, an absolutely outstanding and immaculate example; finished in black with grey upholstery, really delightful performance; thoroughly recommended and offered with written guarantee; £645; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Vauxhall Velox Cars Wanted

VELOX 1952-3 required privately, colour important.—Putney 2770. [9801

VELOX 1953 or 1954; price, mileage, colour, private buyer.—Wilson, Crosshouses, Bridgnorth. [9960

VAUXHALL MISCELLANEOUS

S
SHAW & KILBURN, Ltd., for Vauxhalls
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
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[0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1951 Vauxhall Velox, black, radio, heater, screen-clean fitted, body condition excellent; £655.

1952 (November) Vauxhall Wyvern, green, green interior, heater and Screen-clean fitted, body condition good; £625.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6452-5.—Gregory's, of Uxbridge. [0059/R

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wil. 4932). [0285/R

Vauxhall Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.
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PRIVATELY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

REQUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1957/58/59 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
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REPAIRS, parts, reconditioned guaranteed suspensions (complete pair inclusive kingpins from £15/10); gear boxes, shock absorbers, engines; reasonable; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0076

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ROLLS Silver Ghost, 1909, 1911, 1912, 1922, all renovated to original—Welhams, below.
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COLBORNE GARAGE, Ltd., Ripley, Surrey.

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PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

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VOLKSWAGEN, beautiful condition, one owner since reconditioned for English market by Colborne, recellulosed, hide undersealed, etc.; £295.—Tel. Upl. 1990 (London). [1112

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MAYFAIR GARAGES, Ltd., top cash prices for Volkswagen.—Balderton St., W.1. Mayfair 3104. [0415

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VOLKSWAGEN convertible wanted, particulars, price.—Blunt, Jasmine Cottage, Harrington Rd., Littleover, Derby. [9958

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MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

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JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 5252. [S3050/R

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EUSTACE WATKINS, Ltd., the sole London distributors.

1951 Wolseley 6/80 saloon, met. grey, grey upholstery, 25,000 miles, one owner; £585.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5954) and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046

CAR MART, Ltd.

1953 Wolseley 4/50 saloon, radio, heater; £795.

1952 Wolseley 6/80 saloon, heater; £635.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1034

BOON & PORTER, Ltd.

1952 August, 6/80 saloon, leather, radio, heater, 15,000 miles, unmarked; £675.—Castelnau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1022

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1948 model Wolseley 6 saloon, outstanding specimen; £560.—Northwood, Middx. Tel. Northwood 777. [9802

GUY SALMON AUTOMOBILES offer:—

1948 Wolseley 18/85 saloon, black, brown leather in most exceptional condition; £450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WOLSELEY 6/80, 1951, heater, green, with green leather; £495.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

£395.—Wolseley 12 saloon, 1947, black, brown leather, one owner.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C3008

WOLSELEY 6/80 saloon, 1953, heater, screen washers, low mileage, one owner; £695.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4464. [C3022

£239.—1939 Wolseley 12hp saloon, clean car, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

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1948 Wolseley 18 saloon; guaranteed £325 payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651.

1939 Wolseley 14, excellent condition; £235.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1938 Wolseley 18, beautifully maintained; £195.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

JACK ROSE, Ltd. offer 1946 Wolseley 18 saloon, clean, open to any examination; £335.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1939 Wolseley 14 sln., first class; two bargains, £195 and £220.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

325 gns.—Wolseley 18, 1946, de luxe saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Wolseley 14/60, 1939 de luxe saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1939 Wolseley 14hp, excellent condition; £275.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1939 Wolseley 14, factory reconditioned engine, 1,000 miles, excellent mechanical condition, 2 new tyres, new battery; offers.—Box 4867. [1046

1948 (February) Wolseley 12 saloon, sun roof, black/brown leather and cloth, radio, excellent condition; £465.—Robbins, East Putney Tel. 4581. [C3010

4/44 Wolseley 1953 saloon, grey/grey, 9,000 miles, twin spot lamps, windscreen washer, runner mats, etc.; £785.—Dorking Motor Co., Ltd., Dorking 2256. [C1088

1946 Wolseley 8hp saloon, black, brown upholstery, very good condition, low mileage, seen any time after 6 p.m.—Mr. F. Morriss, 19, Cologne Rd., S.W.11. [1207

1947 Wolseley 12hp saloon, a well-maintained car throughout, fitted heater; £375.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

KENTISH & THOMSON, Ltd.—1947 Wolseley 12 saloon, black with brown leather, 41,000 miles; £425.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

1939 Wolseley 10 saloon, has been very carefully used and is in outstanding condition; £275.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1948 (February) Wolseley 18 Saloon De Luxe, finished black with brown interior, this car has been well maintained and is in very clean condition throughout; £365.
E.M.A., Ltd., Ramshill Garage, Petersfield, Hants. Tel. Petersfield 186. [9995

1939 Wolseley 21, black, brown leather, heater, H.M.V. radio, exceptional condition, small mileage, last 22,000 on new engine; £275.—D. S. Hopcraft, 16, Clifford St., W.1. Mayfair 3081. [9986

1951 series Wolseley 4/50 saloon, in splendid condition, heater, taxed year, any trial; £485; exchanges, H.P.—11, Perrymead, Prestwich, Manchester. Tel. 2057 Prestwich. [1210

ARCHIE SIMONS & Co., Ltd.—1951 Wolseley 6/80 saloon, grey, leather upholstery to match, fitted heater and radio, nominal mileage, in excellent condition in every way; £555.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

£485!!—Wolseley 6/80 saloon, 1951, black, grey leather, built-in heater, replacement engine fitted, good tyres, taxed year; terms, exchanges.—Hallens Motor Engineers, Union Lane Corner, Cambridge. Tel. 56225. [1095

WOLSELEY

1939 Wolseley 18 saloon de luxe, blue with blue upholstery, engineer owned, absolutely immaculate and very nice mechanically, and inspection welcomed; £295.—Cattermoles (Garages), Ltd., 79/89, Pentonville Rd., nr. Kings Cross Station. Ter. 1001. [9505

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Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley Cars Wanted

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PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill Surrey. Tulse Hill 2768. [W2037

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500 [0721/R

XXX—H. F. Edwards offer immediate cash for good Wolseley cars.—Details please to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

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WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

R. HARDY & SON, 55, Marylebone High St., W.1 (Welbeck 1101).—Service, repairs and spare parts for all 1937 to 1954 models only. [0317/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

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Miscellaneous Cars Wanted

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IF you wish to sell your car for cash, write, 'phone or call.
GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

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1940 Ford V.8 ambulance, 30hp, grey, L.H. drive.—Offers to the Secretary, United Leeds Hospitals, Leeds, 1, from whom further details may be obtained. [1140

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1950/51 Morris 16-seater coaches, first-class condition; choice of 4 from £295.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [1033

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£55 deposit.—1946 Ford 8 plain van; £165 cash.
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£62 deposit.—1947 Austin 10 plain van; £185 cash.
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£65 deposit.—1949 Bradford plain van; £195 cash.
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MANY others, including a good selection of utilities; see that column; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

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1952 Bradford van, blue, unwritten, little used, as new; £275.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [9111

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FORDSON furniture van for sale, small mileage, metal Luton body; £325.—Godfreys, 11, Seaside Rd., Eastbourne [9670

G&M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1950 Austin A40 specially built gown van, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

25 cwt vans, Commer and Morris, 1947/50, excellent condition, one owner, choice of 6; £245.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [1032

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1951 Austin 5-way van, one owner, £345; 1939 Ford 8 special gown van, £135; 1949 Bradford, £195; 1936 Bedford 8-10cwt, £35; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C1054

1952 Austin A40 pick-up, maroon, black wings, one owner, nominal mileage, exceptional condition; £385.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [M4034

1952 Austin A40 gown van, £425; 1953 Ford 10cwt van, plain, £325; 1947 Ford 5cwt van, £155; 1948 Ford 8 Martin Walter utility, £265.; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C5034

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ALVIS 3-litre saloon; £1,771/19/2.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

ALVIS.—Dunham & Haines, County Distributors, offer early delivery of Alvis Grey Lady.—46, Castle St., Luton 2100-1. [N1079

H. A. FOX & Co., Ltd., appointed official retailers for Alvis cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7687. [0137

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HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [0603/R

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ORGANS OF OXFORD, 3 county distributors, demonstrator in stock, very early delivery, insured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. [0105/R

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'PHONE: Blackfriars 4942.

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OFFICIAL Bentley retailers.

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MAREFAIR, Northampton. Tel. 4540. [0569/R

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [0130

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CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R

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BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.—Distributors for London and Home Counties. [N1027/R

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JOHN S. TRUSCOTT, Ltd., authorized Ford dealers.—175, Westbourne Grove, W.11. Bay 4274. [N4035

PRIDE & CLARKE, Ltd.—Ford agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

MOTOURISTS (LONDON), Ltd., for Fords.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

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F. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

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W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R

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RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

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SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2313. [N4019

MEBES & MEBES, Ltd. (Est. 1893), Morris specialists, offer early delivery of most models, including commercial and utility vehicles.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

MORRIS Oxford saloon de luxe, several in stock with choice of colours; price £753/7/6 ex works; this is no fairy tale or an outdated advertisement; we have the cars.—Roker Park Garages, Roker Baths Rd., Sunderland. Tel. 4996. [9432

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558/9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0862/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 8626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales service and spares.
GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires. Leonard Williams & Co. (1940) Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0750/R

PARAMOUNT

PARAMOUNT'S—the new 10hp 4-seater sports roadster, a few available from stock; write for illustrated brochure and arrange for a demonstration; list price £625 plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [N1035

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

LONDON.—Peugeot sales and Service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [6456

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 5673-4. [0898/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A. F. N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

RELIANT

PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044. [0778/R

RENAULT

LONDON.—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [6457

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Renault 750 saloon, finished bronze. [N1001

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044. [0777/R

AUTO SALES (LONDON), Ltd., are North London A.L. distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

RILEY

NEW Rileys from stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952/3/4. [N3052

JOHN S. TRUSCOTT, Ltd., official Riley retailers.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

F. L. CRANMORE, Ltd., Potters Bar.—1½ Riley, black immediate. Tel. 2040 Potters Bar. [N1062

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0765/R

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

PRIDE & CLARKE, Ltd.—Riley agents; exchanges terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

MOTOURISTS (LONDON), Ltd., for Rileys.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

NEW 1½ Riley, cream and black, immediate delivery.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [N4037

NEW 1½-litre Riley, black and maroon immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

RILEY

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of the new 1½-litre in a choice of standard colours; in addition, the following special colours are available from stock:—
AUTUMN red, silver grey, ivory or sunbronze, all with red leather; woodland green or mist green with beige leather; quick delivery of any other special colour scheme.
49, Sloane Square, London, S.W.1. Tel. Slo. 4727. [N1046

SOUTHAMPTON.—Rex Neate, Shamblehurst Lane, Botley. Tel. Botley 132. Early delivery on all models; demonstrations arranged; Pathfinder demonstrations by appointment. [0959/R

ROLLS-ROYCE

CAR MART, Ltd.
NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [N1059/R

DAVID ROSENFIELD, Ltd.
OFFICIAL Rolls-Royce and Bentley retailers.
SHOWROOMS: 1-5, Peter St., Manchester, 2.
'PHONE: Blackfriars 4942
SERVICE station: Cheetham Hill Rd.,
MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

GROSE, Ltd., Northampton.
OFFICIAL Rolls-Royce retailers.
SHOWROOMS and service.
MAREFAIR, Northampton. Tel. 4540. [0520/R

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [0139

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

HENLYS, England's leading Motor Agents.
ROVER distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley, Rav. 3456. [0287/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0063/R

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

DORKING MOTOR Co., Ltd., main agents; very early deliveries of Rover 60, 75 and 90.—Dorking 2256. [N1088

WOKING and district.—Rover sales and service at L. P. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [N1078

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [1041

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666 [0912/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451

METROPOLITAN MOTORS, Ltd., County Garage, Cheltenham. Tel. 4596. New Rover 60, black with tan, immediate delivery. [9987

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

GODFREY HOUGHTON, Ltd., Retail Dealers.—Favourable deliveries all models; 60 model from stock; sales with service.—City Rd., Chester. Tel. 24818 [0705/R

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R

SIMCA

LONDON, W.1.
SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [N3040

DISTRIBUTORS
CENTRAL and West Surrey.
CLARKE'S OF PIRBRIGHT, Pirbright, Surrey. Brookwood 2201-2. Demonstration car always available. [N1049

PRIDE & CLARKE, Ltd.—Simca main agents; immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

SIMCA

FIAT (ENGLAND) Ltd.
WATER Rd., Wembley. Tel. Perivale 5651.
SOLE Concessionaires.
IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [0665/R

NEW Simcas, all models, largest selection: distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3. [N1063

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [N1018

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities.—275, London Rd., Staines. Tel. 4211 (5 lines). [N1080

WHAT is it? There is a subtle something about the 1954 Simca Aronde that thrills everyone who sits at the wheel; it's not only the luxury look, but it is so safe, so swift and so comfortable, de luxe motoring well within your budget; your present car accepted in part payment at current market value and credit facilities confidentially arranged.
FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.
AUTOMENDERS, Ltd., Lowther Garage, London, S.W.15. Riverside 6496. [0757/R

STANDARD

ROWLAND SMITH'S for Standard
A RANGE of new cars on view.
IMMEDIATE or early delivery most models.
PART exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

X.L. SERVICE STATION offer:—
EARLY delivery of Standard Vanguard and Standard 8 saloons.—Kingston Vale, S.W.15. Kin. 8333. [N4060

SHAW MOTORS, Ltd., of Tooting, offer:—
IMMEDIATE delivery of Standard Vanguard Phase II saloon; Standard 8 saloon; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4006

BERKELEY SQUARE HOUSE GARAGE, Ltd.
OFFER early delivery with service on the spot, day and night garage.
BERKELEY Square, London, W.1. Gro. 4343. [0940/R

STANDARD 8 saloon, immediate delivery.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

L. P. DOVE, Ltd., offer immediate delivery of all new Standard models.—69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [N1077

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2460. [0451/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Standard 8 saloon also Vanguard with electrical overdrive. [N1001

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers, part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

MOTOURISTS (LONDON), Ltd., for Vanguards.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery of Vanguard, early delivery 8hp model.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

STANDARD vanguard, black and red, neater, delivery from stock.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N5011

MAGDALEN MOTORS, Ltd., offer for immediate delivery Vanguard and Standard 8; terms and exchanges.—411, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7879. [N3005

ERSKINE, Woking, for all Standard models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051

YOU couldn't do better than secure immediate delivery of your new Vanguard saloon, black or dual colour, also Standard Eight saloons, black or colours, current market value for your present car subject to inspection.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

MEBES & MEBES, Ltd. (Est. 1893), Standard specialists, offer immediate delivery of Phase II in black, 8hp model in blue; early delivery of new 10hp and sports models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; demo. available.—Lankester Engineering Co., Ltd., 35-45, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

STANDARD saloon, £599/13/4; de luxe, £689/12/6; Microbus, £979; van, £668; terms, exchanges; service.—Details why Volkswagen are outstanding from Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6157. [0041

NEW CARS FOR SALE

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 585, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0391/R

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [N2034

AUTOMOBILE & AIRCRAFT SERVICES, Ltd

100% Rootes Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,265; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413

SUNBEAM-TALBOT.—Dunham & Haines offer early delivery of all models.—46, Castle St., Luton 8100-1. [N1079

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 460/4632. [0869/R

ALWAYS prompt and efficient service from the Central London Rootes agents; Sunbeam-Talbots our speciality; immediate attention to your enquiries.—Cattermoles (Garages), Ltd., 79/89, Pentonville Rd., N.1. Ter. 1001. [9508

SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

METROPOLIS GARAGES, Ltd., the Triumph agents, for sales, service and spare parts for all models.—31, Maclise Rd. (Olympia), W.14. Sho. 5385-6-7. [0599

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0495/R

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0895/R

YOU couldn't do better than secure immediate delivery of your new Triumph Renown saloon, colour black, de luxe equipment includes leather upholstery and heater; current market value for your present car subject to inspection

FERRARIS OF CRICKLEWOOD, Ltd., 200/230, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

TRIUMPH

KJ MOTORS, Ltd.—Renown, T.R.2, Vanguard models, immediate delivery.—Bromley, Rav. 3456. [0285

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

K J MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

CCOLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2561. [0017/R

GODFREY HOUGHTON, Ltd.

MAIN dealers Cheshire, Denbighshire and Flintshire; early deliveries all models including commercial and bus models, with after sales service.—City Rd., Chester. Tel. 24818. [0706/R

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel 34037-8. [0190/R

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 8639. [0127/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2-3, offer immediate delivery of Volkswagen saloons. [N1001

EUROPEAN CARS, Ltd., distributors for London Western districts, immediate delivery, demonstrations, exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 3333. [0900/R

WORTHING.—Your main dealer for this district. Sales and service, demonstrations arranged.—West Sussex Motor Co., Portland Rd., Worthing. Tel. 272. [0544/R

SOLE concessionaires Great Britain and Northern Ireland, cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0648

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0725/R

PRIDE & CLARKE, Ltd., South London distributors.—Immediate delivery all models, choice of colour; demonstrations; exchanges, terms; " by return " spares service.—158, Stockwell Rd., S.W.9. Bri. 6251. [N3068/R

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; saloons from £599/13/4; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017

VOLKSWAGEN

AT your service in South Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield. Tel. 26358/9. [0128/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

WOLSELEY

EWEUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

IMMEDIATE delivery, one only, 6/80 saloon.

BREW BROS., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

THE WOODCOTE MOTOR Co., Ltd., Epsom.

WOLSELEY distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 1234. [0008/R

PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

YOU couln't do better than secure delivery now of your Wolseley 6/80 or 4/44 saloon, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

R. C. WIMBUSH, Ltd., Wolseley stockists; part exchange, H.P. facilities.—312, Earls Court Rd., S.W.5. Freemantle 8401. [N4056

C. W. J. COLES (CROYDON), Ltd., official Wolseley agents, offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase.—18, Blunt Rd., South Croydon. Croydon 0074-5. [7677

MEBES & MEBES, Ltd. (Est. 1895), Wolseley specialists, offer immediate delivery of " Six-Eighty " saloon; choice of colours from stock; early delivery of " Four-Forty Four " model.—The Broadway, Mill Hill. Tel. Mill. 2040. [N3012

MISCELLANEOUS CARS

GATEHOUSE MOTORS

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.

PART exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

ALL makes of cars, utilities, vans; terms, exchanges.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [0077

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd. Sta. 8000. [0713/R

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

ASYNCHRO

1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive, costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C., radio, heater, Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

LOUIS & Co., for self-drive hire.—Padd. 9196. [M2069

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rea, 36, Mackenzie St. Tel. Slough 20501. [0132/R

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0260/R

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin. 7, Crofton Ave., Dun Laoghaire. [0877/R

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

ALWAYS 'phone Mac. 3363 for new Ford Consuls, also Zephyrs and Prefects; unlimited mileage; special facilities for overseas visitors.

GEE CARS, Ltd., 60/62, Queenstown Rd., London, S.W.8. [0091/R

AUSTIN A40s, 70s, 90s, saloons or convertibles, drive yourself, low winter rates.—Truman's Garage, Queensway, W.2. Bay. 6415. [0686/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [0042/R

CARS FOR HIRE

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [6280

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay. 8229 (Garage). [2936

WIMBLEDON CAR HIRE, self-drive specialists.—1951-53 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 5854. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

1953 Zephyrs, 15gns a week, 600 miles; also new Consuls, Oxfords, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0518/R

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5552 and 8637. 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R

SUSSEX MOTORS.—Self-drive or chauffeur-driven: 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Pinchley Rd., N.W.3. Hampstead 0087-8-9. [0051/R

CARS FOR HIRE

WILSON'S CAR HIRE SERVICE.—New cars in perfect condition; self drive from £1 per day plus 6d a mile or £5 a week plus 6d a mile including petrol, oil, insurance. Overseas visitors can hire or buy with guaranteed repurchase price.—34, Acre Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 3901. [0802/R

DO a " good deal " better with Carr Bros. on self-drive or chauffeured hire, best cars, best terms, with choice of tariffs from nearest of 5 branches.—Ger. 6676-9; Renown 6593; Uplands 4811; Hounslow 4606; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley (Cables: " Carrbros, Croydon, Eng."). [M1041

DRIVE yourself hire.—1953-4 saloons; choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors, both old and new clients, specially welcomed; we have been pioneers of self-drive hire for over 30 years.—Write, 'phone or call, H. F. Edwards & Co., Ltd. (Established 1918), 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [M2001

LUXURY travel at low cost, Britain and Europe: 350 new 1954 self-drive cars and estate cars from 15/- a day for 35 free miles; excess at 3d a mile; or unlimited mileage tariff; special quotes for long periods; cars supplied on repurchase scheme; radios, heaters, air-conditioners, roof rack; recommended A.A. and R.A.C.—J. Davy, 215, Brompton Rd., S.W.3. Ken. 1108, and Logan Place, Kensington. Fre. 6000. [0401/R

OPPOSITE London Airport.—Steele Griffiths, Ltd.'s new branch opposite London Airport offers comprehensive service to overseas visitors for self-drive cars; four weeks minimum; selling with guaranteed re-purchase price; this special plan nearly halves usual cost of hire; no extra charge for unlimited mileage or heaters, roof racks; A.A., R.A.C.; book early.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodney 2201. [1069

HIRE a car as private as your own from Victor Britain, the Car Hire Specialist; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R

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CARS FOR HIRE

DRIVE YOURSELF HIRE CO. (LONDON), Ltd., 1954 cars; reduced winter rates from 5 days for £3; summer holiday tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5488; 20, Grosvenor Place, Victoria, S.W.1. Slo. 9844. [0507/R

OVERSEAS visitors, a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

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A.O. (Always open). N.S. (Not Sunday).

ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. repts. Tel. 2678, 2980. A.O. [2222/R

PIRBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. A.O. [2221/R

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RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station Bakerloo line (150 yards). [0631/R

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 4251. [0036/R

CAR RADIO

RADIOMOBILE accredited dealers, qualified mechanics, are always available for car radio repairs.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0222/R

CAR RADIO

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile, sales and service.—Fremantle 6000. [0159/R

MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1937. [0162/R

UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro. 4141. Specialists in car radio, H.M.V.-Radiomobile, Ekco, etc., expert installation and service for trade and retail. [0668/R

SPIKINS (TWICKENHAM), Ltd., 85-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail all makes available. [0116/R

Car Radio Wanted

URGENTLY wanted, car radios, any condition.—Particulars Fields, 85, Snow Hill, Birmingham. [9983

COACHBUILDERS AND BODIES

GROUT & Co. (COACHBUILDERS), Ltd., 2, Ilfley Rd., Hammersmith. Riverside 1048.—All types of coachwork. [0509/R

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. Repairs executed of every description. [M4029

PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2350; body repair and painting, all processes, private and commercial; trade enquiries invited. [0125/R

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1089/R

LAWTON-GOODMAN, Ltd.—New shooting brake bodies, conversions, repairs and renovations; reasonable prices.—135, Cricklewood Broadway, N.W.2. [M2022

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, recellulosing, trimming and conversions, special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew. Ric. 5625-6. [0548/R

50in velour head lining, 7/6 yd., Vynide leathercloth 7/6 yd.; 40in rubber-backed pile carpet, 32/6 yd.; 54in double felt 7/6 yd.; bucket seats complete 45/-, shell only 25/-; new easyfit rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, beadings, channels, windows, Perspex, trimmings; fittings, paints, etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. [M4061

COACHBUILDERS AND BODIES

ALFE AND SAUNDERS (COACHBUILDERS) Ltd. Cellulosing, Trimming, Complete Bodies. Bulk Station Approach, Kew Gardens, Richmond 1161. [1096

RONALD KENT (COACHBUILDERS), Ltd., the specialists in accident repair work, offer courteous and efficient service combined with really economical prices, for all types of motor body repairs, renovations, cellulosing and trimming.—Coalwharf Rd. (first turning left out of Shepherds Bush Central Line Station), Shepherds Bush 2231. [0212

FOR every requirement, body fittings and trimmings, bucket seats, large selection including: Light steel frames 25/-, upholstered Vynide spring cushions £4; tubular framed from £4, 15" light alloy frames, 14in 65/-, 16in 65/-; trimmed Connolly hide, Dunlopillo £6/15; back lights (rear windows) from 26/6; cycle type wings; steel and light alloy window channelling, aluminium sheeting mouldings and sections, body fittings; stamp list.—Derrington, 159-161 London Rd., Kingston 5621-2. [M1071

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MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent. [0894/R

LAMPS, ETC.

YELLOW head lamp bulbs for Continental driving available for most makes.—Beverley Motors, Alric Ave., New Malden. Malden 4405. [1528

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R. & J. PARK, Ltd., 145/5, Fenchurch St., E.C.3. Mansion House 8065. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0630/R

THE MOTOR PACKING Co., Ltd., London Colney, Herts (Tel. 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods, collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R

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AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [0536/R

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WEST LONDON REPAIR Co., Ltd. Wim. 6316-7.

FRONT and rear axles suspension units, shafts, etc., straightened, heat treated, crack detected.—56a, High St., Wimbledon. [0586/R

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you? CROWN wheels and pinions: large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R

1500 all types, crownwheels and pinions and 5,000 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0225/R

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50/-.—Brand new 6-volt batteries; 12-volt 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Bowes Park 3500. [0639/R

STORAGE batteries.—Finest possible specifications, dry, uncharged, 12v 75ah, heavy duty, 19 plates, separate cells, in hardwood cases; £7/17/6, delivery 9/6.

12V 22ah, almost similar specification, surprisingly powerful; £3/12/6, delivery 7/6.

6V 150ah extra heavy duty, 25 plates, separate cells in hardwood crates; £6/17/6, delivery 8/6.

6V 90ah, 15 plates, hard rubber cells, also suitable for cars, tractors, lorries, etc.; £3/7/6, delivery 7/6.—Below.

CHARGERS.—10amp 12/24 or 24-volt heavy duty selenium, metal rectifiers, input 220/250v A.C., fullest adjustments on both sides; £12/7/6, delivery 10/-.

TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington. [0538/R

47/6!!—Battery prices down again!! 6-volt 9-plate 47/6; 6-v 11-p, 56/6; 12-v 9-p, 82/6.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3768. [0628/R

BATTERY plates, machine pasted, highest quality, equal and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Battery Works, Wolverhampton. [4665

BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. Early closing Wednesday. [8657

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THOS. RICEFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 0402 (5 lines).

RICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2/- each. [0069/R

BRAKE cables, reconditioned as new; trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbroke 3641. [0014/R

BRAKES, CABLES, ETC.

YOUNG'S brake lining service; send your brake shoes for relining with genuine Durox brake linings; prompt despatch; quotations by return.—20/32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0972/R

CAMSHAFTS

CAMSHAFTS, worn or damaged cams built up and reground to original profile and life.—Moore & Ellis (London), 1946, Ltd., 87, Scoresby St., London, S.E.1. WAT. 7261. [0262/R

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STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6626 (3 lines). [0633/R

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CARBURETTORS and pressure pumps.

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SERVICE, tuning, repairs.

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SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.3. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will 'phone for an appointment. [0655/R

ZENITH spares, replacement units for most makes in stock.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [M2011

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.

S.U. and A.C. fuel pumps; prompt postal service. [0105/R

S.U.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0990/R

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0594/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0523/R

NEW H2O bomb improves petrol consumption, increases performance; £5/7/6; testimonials.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0085

CARBURETTORS, ECONOMISERS

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2525/6. [0575/R

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters, prompt attention to postal enquiries.—Lance St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. [0252/R

TWIN carburettor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburettors for Austin A40, Minor ohv £17/10; Minor sv, Oxford, Ford 8 and 10, Renault 750 £24, Consul £30; stamp list, performance figures.—Derrington 159-161, London Rd., Kingston 5621-2. [C1071

CAR CARPETS

WOOL pile and rubber carpets tailored to your car.—Jack Barclay (Service), Ltd., Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1082/R

WOOL pile and rubber-backed carpets, ribbed Harcdura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

UPHOLSTERY covers travel rugs, luggage covers and Octopus straps, prompt delivery; carriage paid.

THE CAR MAT Co., Ltd. (Est. 1930), 14, Colville Rd., Westbourne Grove, London, W.11. Bay 6262/3. [0164/R

CAR COVERS

"SILVERNOIL" car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 9ft×5ft, 27/6; 9ft×12ft, 37/6; 15ft×12ft, 59/-; 18ft×12ft, 74/-; 20ft×15ft, 90/-; post and packing, 2/6; dust sheets, made from superfine parachute material, complete cover, 6/12hp 40/-, 14/50hp 60/-, post free.—R. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17 Larkswood 2705. [0321/R

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HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each; returned day received, send P.O.—R. E. Packer, Eton Place, Clifton, Bristol. [0306/R

HEADLAMP reflectors resilvered, 7/6 each, plus 1p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Pad. 5995. [0032/R

CUT your plating costs on rechroming all car fittings; highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Estd. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [0045/R

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CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at keenest prices.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [5795

CYLINDER BLOCKS

REPAIRED without distortion for electrodeposition at 60° Fahr; no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Platenweld, 4a, Loftie St., S.E.16. Bermondsey 1486. [0020/R

PARTS AND ACCESSORIES, REPAIRERS, ETC.

CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises, supply pistons any distance.—Phasey & Sons, 43a, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6866. [0785/R

ENGINES rebored on your premises without removal from chassis. Van Norman process Hepolite piston. —Maycroft Motors, 24 Lynton Rd. Hornsey, N.8. Mountview 4871 [0037/R

FOR first-class service and outstanding workmanship —Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2, and 169-171 Harrow Rd., W.2. Paddington 0022 (12 lines). [0096/R

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remetalled, reboring, sleeving, surface grinding.—32-34, Bensham Lane, W. Croydon, Thornton Heath 4126. [0310/R

EDWARDS ENGINEERING Co., Ltd.—Cylinder boring and sleeving, Cromard liners, crankshaft regrinding and bearing remetalling, flywheel gear rings fitted, brake drums relined or machined.—Kew Bridge Works, Great West Rd., Brentford. Chiswick 7751-2-3-4. [0170/R

STANTON & SWEET (Battersea 2242/3).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines: con rods remetalled, line boring of main bearings, surface grinding and valve inserts fitted.—228 Garratt Lane, S.W.18. [0068/R

PRECISION engineers, camshaft and crankshaft recomplete Austin 7 72/-, popular 8/10hp £5: 4-hr. service: exchange crankshafts stocked: surface, crankshaft grinding, remetalling, drums machined from 5/6. —Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [0929/R

J. AUSTIN & SONS, Ltd., specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remetalled, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R

DYNAMOS

PRIDE & CLARKE, Ltd. for new and second-hand dynamos, starters, starter batteries, lamps.—Stockwell Rd., S.W.9. Bri. 6251 [0736/R

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines; lists free.

POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). [0620/R

CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. [0149/R

TV without mains Chorehorse special petrol-electric generators, complete self-starting, as supplied to B.B.C.: A.C. 220/250v. 300 watts D.C. will charge batteries for permanent lighting: £47/10, delivery 10/-; other low priced alternators available.—Below.

D.C. generators Tiny Tim self-starting or Delco, complete. 12/15v, £14/10, delivery 10/-.

STORAGE batteries, heavy duty in hardwood cases, 12v 75ah, £5/17/6, delivery 9/6; 12v 22ah, very powerful, £2/14, delivery 5/6; 6v 150ah, £5/7/6, delivery 8/6; 6v 90ah, hardrubber cases, £3/7/6, delivery 7/6.—Below.

CHARGERS, heavy duty selenium metal rectifiers, input 220/250, output 12/24v, 10 amps, full adjustment, £12/7/6, delivery 10/-.—Below.

I.C. engines, 1½ to 20hp, £12/10 to £39/10.—Below.

AIR compressors. Hymatic 2-stage 2½ cu ft, 500lb. £5/17/6, delivery 5/6; Reavell two-stage either 100/50lb p.s.i. or 400lb. £27/10, delivery 20/-; complete mobile plants from £69/10; tanks from £1/2/6, and other air accessories

TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington, Middx. Kingston 1193. [0188/R

DYNAMOS starters, distributors, magnetos, repairing and replacements; armatures rewound, exchange replacements available; complete rewiring all electrical repairs.—A. J. Browning, 73, Lancefield St., London, W.10. Lad. 3841. [0690/R

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

IN stock. Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205 High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed six months.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R

AUSTIN reconditioned engines for sale or exchange.—Associated Garage Co., Ltd., Austin Specialists, 242-246, Commercial Rd., E.1. Tel. Ste. 3242. [0316/R

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units series II and III.—Kingston 3548. [0467/R

AUSTIN 7 reconditioned engines, 3-bearing £34; 2-bearing £31/10 engines forwarded against returnable deposit; trade supplied.

B. & H. MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [M1020/R

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.

R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

EUSTACE WATKINS Ltd., Chelsea Manor St., sole London distributors Wolseley cars; exchange engines stocked for all models; any make of engine reconditioned. [0278/R

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer. Q4.—Tel. Bal. 4825, 11, Balham Grove, S.W.12 [0764/R

ENGINES AND ACCESSORIES

BLACKBIRD HILL GARAGE Ltd., stock reconditioned engines for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 8hp, 12hp and 10cwt vans; Standard 8hp; your old engine taken in exchange, please quote car numbers.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134-5-8. [0657/R

ROLLS-ROYCE and Bentley engines. Jack Barclay (Service), Ltd., officially appointed repairers, will be pleased to overhaul your engine and in some series supply replacements.—Danvers St., Chelsea, S.W.3. Flaxman 2223. [M1082/R

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PARTS AND ACCESSORIES, REPAIRERS, ETC.

SILENCERS

SERVAIS straight-through silencers and assemblies must improve the performance of all cars, fitted by the leading manufacturers; immediate delivery of popular types.—Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 6789. [0654

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SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service immediate replacement for most types others within 48 hours; any make handled by full fully qualified staff; all repairs guaranteed.—See below.

SPEEDOMETER cables.—20,000 in stock, any make or type; state year, make and h.p., all cables guaranteed.

TROS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1938 [0070/R

SPEEDOMETER SUPPLY Co., Ltd., 54, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R

PRIDE & CLARKE, Ltd.—All spares in stock, speedo. heads repaired and set to zero from 15/-, quick service and quotations.—Stockwell Rd., S.W.9. Bri. 6251 [0742/R

AUTO TEMPO METER Co., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. [0346/R

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LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0313/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7 —Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R

SUPERCHARGERS

MARSHALL-NORDEC low-pressure supercharger installations are guaranteed to increase performance by over 33%, giving outstanding acceleration and hill-climbing, installations for Ford, M.G., Morris Minor, Riley 1½-litre, Triumph, Vanguard, etc., for home and export orders; prices from £65 complete with all fittings.—North Downs Engineering Co., Westway, Caterham Surrey. [0755/R

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FOR instantaneous and rapid acceleration, standardized installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroen, Fiat, Renault, etc.

ALSO Arnott high-pressure competition models.

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MARBLE ARCH.

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 296, Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. [M3002/R

TYRES—Tyres—Tyres.

MAKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77328. [0565/R

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or 'phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (8 lines). [0150/R

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1673. [M4070/R

PRIDE & CLARKE, Ltd., for new tyres and remould tyre bargains, quotations by return, state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R

TYRES, tubes (used and remoulds), 13.n, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in, also tractor, commercial, ex W.D., beaded and odd sizes.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0887/R

BULL'S.—A tyre for every job; new and remoulds; free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

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TYRES.—New, slightly used and renulit in all car, lorry, tractgrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd. 143-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422 Wires Goswellrubo Norwest. London [0087/R

5000 Guaranteed remould tyres: 450×18, 51/3; 450×19, 52/3; 500×16, 55/3; 500×17, 59/3; 550×16, 67/3; 550×18, 73/3; 600×16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel 4615. [0224/R

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

MOST types of easy clean and wire wheels in stock. —Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0678/R

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0888/R

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BERKSHIRE WINDSCREEN WIPERS, repairs, replacements and spares.—8-14, Hampton Rd., Twickenham Green, Middlesex. Tel. Popesgrove 6284. [0554/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreens Ford, Austin 7, fixed and sliding windows for utilities.—Bishopsgate 9611-3. [0908/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 88)

A. H. LANSLEY, 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1890. [4246

SACRIFICE, £3,750; freehold garage and filling station, South Devon Coast; main rd.; room for building or extension; house if required.—Box 4789. [9937

GARAGE, workshop and yard (2,250 sq ft), freehold, petrol pump (retail sales), compressor, grinder, tools, spares, etc., 'phone, offices and all equipment, E. London; £3,000.—Mar. 3469. [1070

FILLING station, confidentially on market, main road, five pump site near Reading; price £3,250 freehold.—Full details Universals, 47, Victoria Rd., Surbiton. Elmbridge 8359. [1050

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:—

WILTS.—Old-established garage and filling station in country town for disposal owing to ill-health; petrol sales 60,000 galls. p.a.; long lease at £200 p.a. with ingoing of £3,200, or freehold may be purchased.

W. SUSSEX main rd.—Old-established filling station with extensive workshop accommodation and excellent equipment; petrol sales about 50,000 galls. per annum; price for freehold, goodwill and equipment £12,500.

HANTS.—Magnificently situated garage and engineering works; excellent house and bungalow; freehold, goodwill and equipment £35,000 s.a.v.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021A

ALDRIDGES (est. 1753), auctioneers and estate agents, have available several excl. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

HANTS.—Country town, coast rd.; general motor and coach business, popular agencies; showroom, workshop, pumps, large site; modern detached residence, 6 rooms offices; freehold, coaches and equipment; £16,500 s.a.v.; mortgage; suitable development.

ENQUIRIES are invited to Estate Dept., William Rd., N.W.1. Eus. 2352. [M1004

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 35, High St., N.W.3. Tel. Hampstead 4614. [0546/R

MIDLANDS.—Modern corner freehold garage and service station, agencies, showroom, modern offices, well-equipped workshop room for further expansion if required; excellent business; £20,000, s.a.v.—Box 4739. [9769

CHURCH HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements to—39, Kew Rd., Richmond Surrey. Tel. Ric. 2351-2-3. [M1047

PETROL filling station, guest house and cafe; excellent position London-Coast rd.; petrol island with 4 electric pumps, repairs shop; freehold, goodwill and equipment as going concern £7,500.—Apply Frank Stubbs & Son, Petersfield (Tel. 213). [9997

QUEENSFERRY, Nr. Chester.—Main cross rd position; large garage with workshop and dwelling house; modern equipment; excellent trading site; petrol service, repairs; v.p. whole; fully equipped as going concern.—Full particulars from F. B. Griffiths & Co., Auctioneers and Valuers, 29, Church St., Flint, N. Wales. [9985

BUSINESS AND PROPERTY

GARAGE, Leamington; nice house; good profits; freehold £4,750; Coventry, Wolverhampton, Rugby £7,000.—14, Leyborne Park, Kew.

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey. Tel. Vigilant 1171-2, have over 60 personally inspected and recommended garages for sale throughout England, from £2,000 to £50,000; mortgages arranged on all propositions offered; comprehensive details on request.

OFFER

GARAGE motor business, situated in centre high-class residential village depth of Sussex, this thoroughly genuine concern has changed hands once in twenty-five years; excellent accommodation of detached house, two bedrooms, two reception rooms, bathroom, toilet, kitchen, delightful garden, good forecourt with 3 pumps, excellent workshops, audited turnover £12,256, two staff employed, petrol turnover neglected 51,000, first-class equipment; price £11,000 s.a.v.; high mortgage available.—Folio 8075.

GARAGE filling station on well-known Watling Street, approximately 50 miles from London, first-class site of five electric pumps, workshop brick and tile 2,500 sq ft, office, stores plus yard of 5,000 sq ft, suitable for extension, all usual equipment, petrol turnover 70,000 p.a. all private, audited turnover £15,700; living accommodation of two reception rooms, three bedrooms, kitchen and bathroom adjoining and available at £2,500 freehold, 21 years lease at low rental; price only £4,000 s.a.v.; an ingoing to include purchasing house of £2,500 plus mortgage could be arranged.—Folio 8065.

MAIN Hastings Road, apex corner site, total area of 2,750 sq ft, main road frontage of 135ft, canopied four pump island site, first-class repair shop 500 sq ft, petrol turnover 41,340 gallons, audited nett profit £1,300, no repairs at present, but great scope, included is a lucrative car hire, operated via 14 and 18 Wolseley cars; impeccable living accommodation, modern detached house with two reception rooms three bedrooms, dressing room, kitchen and bathroom, garden, first-class equipment; price £9,000 s.a.v.—Folio 8030. [1037

DEVON.—Opportunity for go-ahead man, excellent garage/filling station in one of Devon's loveliest towns, with land overlooking sea, workshops built of concrete blocks, etc., with ample scope to expand, 2 pumps, first class order throughout, good house nearby; price freehold £6,500 or without house £4,500, s.a.v.—Anthony D. Lewis & Co., 95, High St., Esher 3577. [M2071

FOR disposal, car sales and service station, imposing site main shopping centre, North-west London suburb, freehold building including very attractive showrooms, large garage with modern equipment, petrol station with Wayne computer pumps, forecourt for display of cars, principal car stocking agencies, large, self-contained flat, area approximately 10,000 sq ft, genuine sale due to retirement of owner, no agents, principals only; £25,000.—Box 4704. [9664

Business & Property Wanted

ALDRIDGES urgently require for numerous applicants:—

(1) Garages and filling stations in London, Home and Southern Counties, well sited with good petrol sales.

(2) Brixton and Streatham area; premises suitable for servicing, 6/10,000 sq ft.—Parts, to Estate Dept., William Rd., N.W.1. Eus. 2352. [W1004

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey. Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. [7150

Business & Property Wanted

PREMISES suitable for motor showrooms, in Kensington or Western area if possible, at least 12-15 cars, anything reasonable considered.—Box 4859. [1021

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

FITTER wanted; apply first in writing, stating experience; only first-class need apply.—Box 4664.

WORKS foreman, working, with main Ford dealer experience, required by south-west Ford main dealer.—Apply Box 4827. [9994

AUTO engineers require well-educated man 30-45 for reception organization and charging of repairs, etc., state exp., Dulwich S.E. district.—Box 4832. [1017

FOREMAN mechanic required to take complete charge of workshop; permanent position.—Apply F. S. Nicholson, St. Catherines Rd., Forres, Morayshire. [1056

SKILLED mechanics required; top rates paid to fully skilled men.—Steels (Swindon), Ltd., Austin Distributors, Drove Rd., Swindon. Tel. 4035. [1055

APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners to handle new repair services for which there is no competition.—Apply Box 2360. [4269

BEDFORD commercial vehicle and Vauxhall salesmen required.—Write, giving fullest particulars, to Sales Director, G.N., Ltd., 276/300 Balham High Rd., London, S.W.17 [9669

STORES manager for Rootes Group dealers (stores staff 5), previous experience on Rootes Group preferable but not essential.—Galway Smith, Ltd., Domestic St., Leeds, 11. Tel. 30837. [1030

EXPERIENCED car salesman for old-established south coast company, knowledge Nuffield products essential, and capable negotiating sales of Armstrong Siddeley, Jaguar, etc.—Box 4857. [1019

YOUNG man required, with capital to invest, capable of taking charge, if necessary, of garage in Northamptonshire market town; excellent prospects for a keen man; Ford agencies for cars and tractors held, business established for 34 years.—Box 4868. [1047

WORKS manager required for old-established garage in S.W. London, five agencies, one direct, modern plant, job calls for initiative and ambition, a financial interest in the firm could be considered from those with capital, but this is not essential.—Box 4705. [9684

SENIOR commercial vehicle salesman is required by Rootes Group Distributors, position is one of responsibility and has unlimited scope for development, applicants must have wide experience in the sale of new and used vehicles, and be capable of taking complete charge of sales, remuneration will be £500 per annum together with excellent commission and a new car will be provided.—Applications, in writing and in confidence, to Sales Manager, Anchor Motors, The Newgate, Chester. [9998

SITUATIONS WANTED

SKILLED engineer, M.I.M.I., seeks post foreman or assistant, West Country over 25 years' experience, married.—Box 4820. [9990

EX Garage Prop., 30 years' experience motor trade, seeks position service manager, S.W. preferred; highest refs.—Box 4561 [9342

BUSINESS & PROPERTY, SITUATIONS, BOOKS

SITUATIONS WANTED

SALES representative desires change to position where agricultural and motor trade experience can be used to advantage.—Box 4829. [1005

GENERAL garage manager seeks change of post. London or Home Counties area. 35 years old with 20 years' experience all branches of the trade, capable of full control, acting on own initiative.—Box 4821. [9991

BOOKS, ETC.

UTILITY bodywork, drawings and instructions, 35/-; Re-trimming a car, 11/- post paid.—Craftsman Publications, 9, New St. Square London, E.C.4. [9466

BOOKS, ETC.

HANDBOOKS.—Austin, Ford, Morris, Standard, Triumph, Vauxhall, 5/6; Cord, Jowett, Renault, Volkswagen, 8/6; Hillman, Humber, Morgan, Rover, 9/-; Chevrolet, American Ford, S/Talbot, Wolseley, 11/-; Riley, Singer, 12/6; Alvis, Chrysler, Dodge, M.G., 15/6.

WORKSHOP Manuals.—Morris, 17/6; Jowett, Renault, 21/-; Ford, M.G., 31/6; Austin, Hillman, 35/-.

CATALOGUE (April) Motoring Publications, 6d. Inquiries, stamp please.—Vivian Gray, Mail Order Booksellers, Hurstpierpoint, Sussex. [M2060

BOOKS, ETC.

"A RACING Motorist: His Adventures at the Wheel in Peace and War." By S. C. H. Davis of "The Autocar" An exciting book of speed and thrills by a racing driver of international repute who secured notable successes in the golden days of trials and road racing between the wars. The author includes his war experiences as they seemed just a continuation of racing in another dress and in different circumstances. 216 pages, including 32 pages of photogravure illustrations. Price 10/6 net. By post 11/- from all booksellers or from The Publishing Dept., Dorset House, Stamford St., London, S.E.1.

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LAND'S END.—Sennen Cove Hotel, Licensed. A.A., R.A.C. Sandy Cove, safe bathing. Unsurpassed sea views and rugged coastal scenery. Excellent cuisine. June 8gns weekly. [0049

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BLACKPOOL.—Grosvenor, 63, Albert Rd. Central. Hot and cold all rooms. Avoid disappointment, book early.—F. J. O'Neill, proprietor. [0617

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CORNWALL.—Daymer Bay Hotel. Licensed. Trebetherick, Wadebridge. Comfortable. H. & c. 1 minute walk from beach. May, June and September only, from 7½gns.—Tel. Trebetherick 22. [1014

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TERRENURE Country Club, Totteridge Lane, London, N.20. Residential accommodation available. Situated in semi-rural surroundings, yet quite close to Totteridge Tube Station and main bus routes.—Tel. Hillside 7620. [9935

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FARM Holidays. The 1954 Farm Holiday Guide describes Britain's best holiday farms; pages of pictures; price 5/2 post paid.—Farm Guide, 40, Broomlands St., Paisley. [7564

"LITTLE Guide to Village Inns, Hotels, Farms, Guest Houses." Recommended hospitality throughout Britain. 3/6, postage 3d, from Victor Hilton, Harbourside, Torquay. [6597

GOOD Food Club members recommend over 800 places throughout Britain which serve a good meal at a reasonable price, in the Good Food Guide 1954. Revised and enlarged and still 5/- from all booksellers.—Published by Cassell & Co., St. Andrew's Hill, London, E.C.4. [9357

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BUSINESS & PROPERTY

(*See also page 86*)

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The Minister for Defence will receive sealed tenders up to but not later than 12 o'clock noon on the 5th May, 1954, for the purchase of miscellaneous quantities of motor spare parts for Chevrolets, Bedfords, Chryslers, etc., located at the M.T. Stores, Base Workshops, Supply and Transport Corps, Clancy Barracks, Islandbridge, Dublin.
The spares may be inspected at the Barracks mentioned between the hours of 10 a.m. and noon, and 2 p.m. and 4 p.m. on the 26th, 27th, 28th 29th and 30th April, 1954.
Tenders must be submitted on the official tender form, copies of which, together with details of the spares offered for sale, can be obtained on application to the Secretary, Department of Defence (S4C), Parkgate, Dublin.
Tenders will be considered for any quantities up to the maximum quantities offered for sale.
The Minister does not bind himself to accept the highest or any tender.
PEADAR MAC MATHGHAMHNA
SECRETARY.

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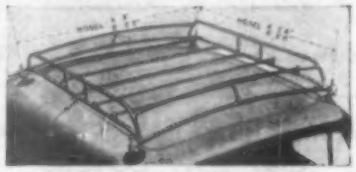

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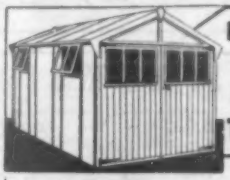

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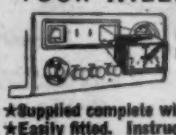

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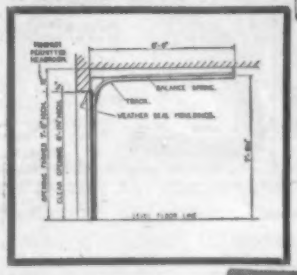

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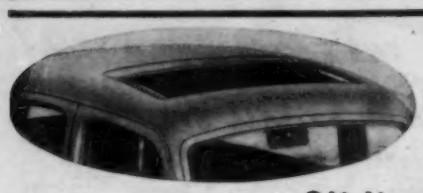

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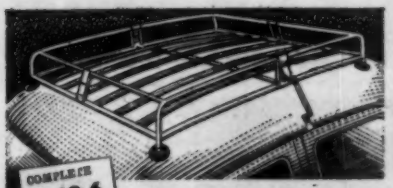

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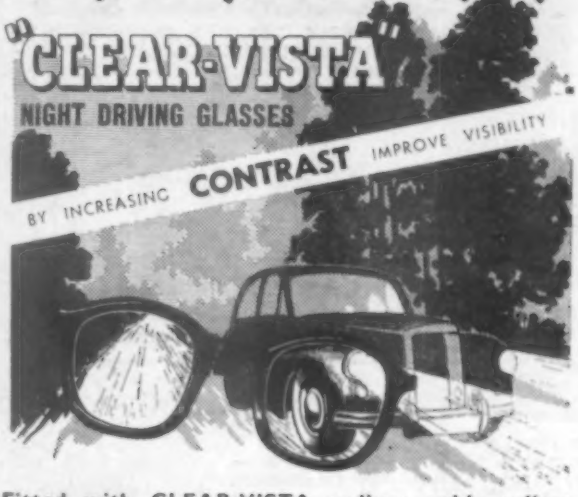

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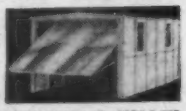

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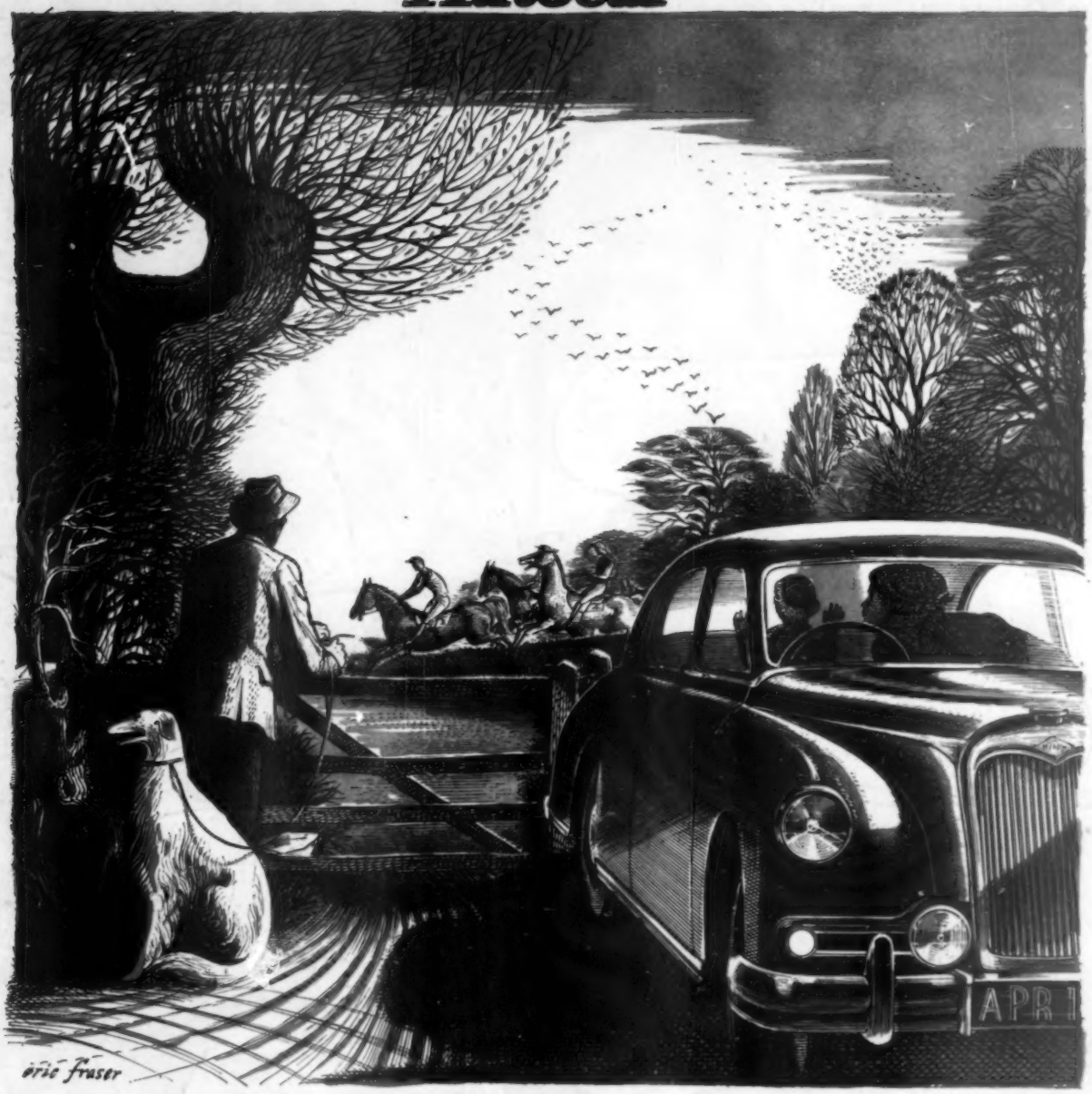

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